

Navy News

AUGUST 1974 5p

Our degradation

Admiral of the Fleet Sir Peter Hill-Norton, Chairman of the NATO Military Committee, speaking in London —
"In the past few weeks we have heard from Ministers of the Crown, Members of Parliament, representatives of the Police Forces, and we have seen on the media a growth of a type of violent disorder.
"Ministers have deplored and condemned the fact that freedom of speech has been eliminated from many of our universities and colleges.
"M.P.s have criticised the behaviour of demonstrators, even though they may be sympathetic to their objects.
"Police representatives have complained that they often face an impossible task in dealing with violence, and the responsible media have commented that this can only add up to a degradation of the normally-accepted way of life in this country.
"Whether it happens in the bogs or cities of Northern Ireland, the streets of Greater London, or in any university, violence in support of political or personal aims is unjustified, inexcusable, and unnecessary."

THEN TO WAR

Dollies one minute — and war the next. That's the life of fighting men. Only a brief time before appearing off Cyprus, H.M.S. Hermes had a five-day visit to New York, where these sailors and Royal Marines helped to welcome guests on board, including Miss New York Summer Festival.

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New pay boost to Services

Millions more have gone into Royal Navy pay packets as a result of "threshold" agreements linked with the cost of living.

Within weeks of counting their back pay under the award which followed acceptance of the Armed Forces Pay Review Body's report, the Services had another rise of £1.20 from June 1, quickly followed by a further 80p.

These have been authorised for payment, but formal approval is awaited for a third increase — of 40p.

The rises involve adjustment in all items concerning food charges.

1,000 THANKS TO FLAT TOP



More than 1,500 men, women and children, caught up in war on the holiday isle of Cyprus, sang the praises of the Royal Navy as they were whisked off the beaches, and gained a closer understanding of the blessing in time of peril of having a large flat-top warship on hand to get them swiftly to safety.

Some had been sheltering in houses, but others were suffering from lack of food and water as they had waited long hours in fields and on beaches in the heat of the Mediterranean sun.

H.M.S. Devonshire came away with 197 evacuees on board, H.M.S. Andromeda 195, H.M.S. Rhyl 55, and the Royal Fleet Auxiliary Olva 188, but the commando carrier H.M.S. Hermes, with her 20 troop-carrying helicopters, rescued a massive 919.

In charge of the Royal Navy task group was the commanding officer of the Hermes, Captain C. R. P. Branson.

The Flag Officer Carriers and Amphibious Ships (Rear-Admiral A. D. Cassidi) sent

this signal to the naval units taking part —

"Your well-conducted operation has been widely acclaimed and reflects the highest traditions of naval service and support for those in danger. I am delighted by the way all concerned rose to the occasion during such an anxious period. Well done."

It was fortunate for this Dunkirk-like evacuation that H.M.S. Hermes happened to be calling at Malta, before returning to England.

No fewer than 50 countries were represented among the rescued people.

Forty of them were Russians.



TREASURE HUNT

Hunting for "treasure" from faraway places is still part of the fun of a run ashore. This Moroccan bazaar at Gibraltar had a visit from AB John Noble and L/Sea Alan Rowe (H.M.S. Conqueror), and AB Paul Murray (H.M.S. Valiant) during submarine exercises in the Mediterranean approaches.

Picture: CPO C. S. Dalby

More mercy missions

While some Royal Navy ships were bringing welcome relief in a troubled Cyprus, others have been involved in mercy missions from Murmansk to the Bay of Biscay.

In a spell of 38 hours, H.M.S. Falmouth gave medical assistance to six trawlers in the area of the Murmansk coast fishing grounds.

Surg. Lieut. Andrew Harding, attached to Sussex Division R.N.R., and attached to the Falmouth during fishery patrol, went by boat or Wasp helicopter, the victims including a crew man who had fallen through a hatch.

Lieut. Harding spent two hours giving emergency treatment to save the man's leg.

H.M. submarine Opportune went to the rescue of the 70,000-ton Liberian tanker Asiatic in the Bay of Biscay on July 24 after an explosion on the bridge had killed a child and injured four crewmen.

The Opportune took off the victims as well as three women and a child who were hurt.

Helicopters from R.N. air station Culdrose then lowered a doctor on to the Opportune and a two-man fire-fighting team on to the burning tanker.

On July 22 a pregnant woman was rescued by H.M.S. Bacchante from a small yacht caught in the rough seas of the notorious Portland Race.

Break for Suez ships

Having the first recreational period for three-and-a-half months, H.M.S. Abdiel and H.M.S. Wilton left their Suez Canal operations and berthed at Malta for a five-day break.

The opportunity was eagerly awaited by the ships' companies, for whom leisure activities have been extremely limited.

Originally the two ships were going to Cyprus, but the plan had to be hastily revised. Some men aboard the Abdiel were joined by their families, who did a swift re-arrangement of air bookings.

Meanwhile, "back at the ranch," H.M.S. Maxton achieved fame as the first ship for years to sail from end to end of the canal.

Ahead of her was a canoe, paddled by Surg. Lieut.-Cdr. Charles Evans, LMEM John Simmons, Lieut. John Leach, and Mid. Kevin Podger.

Task of the Maxton will be to survey the extensive new anchorages in Suez Bay as the last of the British contribution to the canal clearance.



NAVY DAYS — READ ALL ABOUT IT

Pages 10 and 11

Drafty's Corner

GREENIES' BENEFIT

— To specialize or
not to specialize

"Drafting by objectives" is the latest "in" phrase used around WEE Drafting Division. A steward is a steward but an R/C/OEA is a radar man, or a gunnery man, or a WT man, or a computer man, or a CAAIS man, and so on.

When the monthly drafting bill is being met, obviously the first priority must be to meet the commitment. The Weapons Electrical Drafty, as you know, looks to fulfil the man's request for type of ship, base port and operating area. You may not know, however, that he also is interested to know the type of job preferred.

Although Drafty knows your equipment experience and which PCT's you have completed, he would still like to know your preference for future employment. Every effort is made to give every man as varied a career as practicable, to broaden his experience and to help him in the advancement stakes.

Job satisfaction

Variety is not the spice of everyone's life, however; some men prefer to be employed in one field all the time (Sonar, etc.) and are quite prepared to limit their chances of advancement to do a job they are keen on.

Furthermore, senior EAs and EMNs who have shown no desire to seek advancement to chief and who are experienced systems men are likely to be kept by Drafty in the fields in which they have already proved their competence.

To many ratings, getting their preferred base ports is more important than getting a particular job. This is understandable, but job satisfaction should also loom large in their thoughts. So state the type of job you'd like as well as the base port.

More decisions

Drafty tries to satisfy all his customers, but it must be understood that complete satisfaction of YOUR request depends on the billet you want being available when you are.

If you are willing to go to sea early to get a particular job, then say so on your drafting preference card. We prefer volunteers, and prefer to place round pegs in round holes.

All this, of course, means more decisions — decisions for you to make. In effect, Drafty can now look to fill any or all four preferences from you: Base Port, operating area, ship, type of job.

It is more than difficult to fulfil all the preferences stated, which is why we ask you to put your preferences in order of importance. So think before you try to type cast yourself too much. Advancement exams are across the board, and "Jacks of all Trades" are more likely to pass the Chief's Board than the "Not me, I'm computer" man.

A final chapter on new-construction ships. We are often asked how we select men for such ships. The stock answer is, "With great difficulty." Basically it is simple — look in the shore roster stow and find a man due for sea at about the same time the ship is due.

That is the first hurdle over, and we keep our fingers crossed that the ship's building programme will not slip right. But the man is always required many months before the ship is due for sea, and the

ship is certain to be building at some outlandish place.

Assume for a moment that we are talking of a ship building at Barrow-in-Furness. Do we select a North of England preferee so that he can spend his shore time near home, or do we look ahead for a man whose ship base port is agreeable, bearing in mind that the man must have long enough to serve to take the ship to sea for a couple of years.

Our choice of man is a bit of a gamble. We have to ask ourselves — Will he be giving 18 months notice? Is he a CW candidate? Will he be selected for fleet chief?

With long, costly and sometimes just one-off PCT, we do not like gambling, so volunteers are most welcome. All we ask is that you pick a ship due sea service at about the time you are.



WEE DRAFTING

Smiles

SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

M. W. Nash. LS (RP2). H.M.S. Warrior, Northwood, Mdx. Being drafted to H.M.S. Landaff (HSS), January 1975. Will exchange for any frigate (Leander or Tribal preferred), Portsmouth or Chatham based, going foreign.

R. Nicholson. CEM1. H.M.S. Scylla. (Devonport based). Will exchange for Chatham based ship.

J. Foster. A/LS(UC2). 28, Playfair Road, Southsea. Drafted to H.M.S. Nubian (Rosyth based), September. Will exchange for any base, or ship in refit, or running from Portsmouth, Chatham, or Portland.

— Ravey. LMEM. H.M.S. Glamorgan. Will exchange for any sea or shore draft, except GMD.

P. J. Finan. POSA. H.M.S. Penelope. Drafted to H.M.S. Heron, October 1. Will exchange for any shore establishment in Devonport area.

E. G. Spring. POMEM. Admin Office, COMCEN Whitehall, Old Admiralty Building, Whitehall, London, S.W.1. Over 12 months (just joined). Will exchange for any establishment in Portsmouth area with similar duration.

K. E. Wilcott. POEL. H.M.S. Cochran. Being drafted to H.M.S. Ark Royal, December. Will exchange for any sea-going ship based at Rosyth / Port Edgar.

I. Featherstone. AB(UC Star). H.M.S. Beagle (Two years). Will exchange for any frigate, preferably Leander class, going Far East early 1975.

R. E. Baron. LS(FC1). H.M.S. Excellent. Drafted to H.M.S. Nubian (Rosyth based), December 16. Will exchange for any Portsmouth based ship.

D. Charnock. LOEM. N4J Mess, H.M.S. Collingwood. Drafted to H.M.S. Mercury, October 28 (over six months). Will exchange for any other shore base, or LFS.

D. Dowling. LS(UC2). H.M.S. Berwick. Will exchange for Ark Royal, Hermes, or Bulwark.

J. Ferguson. LS(RP2). H.M.S. Amazon.

Will consider any exchange.

D. Williams. Ck. 2G1 Mess, H.M.S. Tiger. Will exchange for any Plymouth-based ship.

P. L. West. Ck. H.M.S. Bulwark. Will exchange for any Portsmouth-based ship or any Portsmouth establishment.

K. A. Brown. LMA. Staff Quarters, R.N. Hospital, Haslar. Drafted to H.M.S. Ark Royal (Dental), November 25. Will exchange for any southern area shore establishment or Portsmouth-based ship.

N. Williams. AB(FC2). D4 Mess, H.M.S. Cambridge, Wembury, Plymouth. Will exchange for shore base in Portsmouth area.

T. G. Bates. PO(G1). 92, Holmwood Avenue, Plymouth. Drafted to H.M.S. Ashanti, October 28. Will exchange with any GI/FC1 in any Devonport-based ship.

D. J. Bond. A/STD. H.M.S. Bristol. Will exchange for Rosyth-based ship, preferably H.M.S. Gurkha or any other frigate being deployed to West Indies or America.

A. R. Silva. LS(UW2(A)). H.M.S. Seahawk (TTU Section) (Over six months). Will exchange for job in Chatham area. Rate is immaterial but must be UW Star to UW1.

G. Downie. OEM1. H.M.S. Glamorgan. Portsmouth based. Will exchange for any Rosyth or Port Edgar-based ship.

R. Donoghue. LRO(W). c/o Kelly Squadron Accommodation Office, H.M.S. Mercury. Drafted to H.M.S. Charybdis, December 29. Will exchange for any Portsmouth-based ship.

— Bergan. LS FC2. 3R Mess, H.M.S. Glamorgan (Portsmouth based). Will swap for any Devonport ship or shore establishment.

— Whitehead. AB FC2. H.M.S. Amazon. Wishes to exchange for any seagoing ship, Portsmouth or Chatham based.

W. Hodgman. LMA. R.N. Hospital, Haslar. Drafted to H.M.S. Nelson, Sept. 2, prior to draft to H.M.S. Ganges (dental).

Oct. 21. Wishes to swap for another shore base.

D. J. Young. PO UW1(A). H.M.S. Vernon. On draft to H.M.S. Rooke (married accompanied). Wishes to exchange for Minewarfare Section H.M.S. Vernon or Portsmouth-based ship.

G. Stuart. AB QR11(A). Ship's company Mess, H.M.S. Ulster, Whale Island, Portsmouth. Drafted to H.M.S. Sheraton, Nov. 11 (Base port, Port Edgar). Wishes to exchange for Portsmouth-based small ship (frigate, minesweeper) or any ship in long refit.

H. S. Ashton. A/LMEM. Blazer Block, H.M.S. Sultan. Drafted to H.M.S. Matapan, refitting and based Portsmouth (Due to sail mid-1975). Will exchange for any shore establishment or small ship refitting in Plymouth.

D. J. Bounds. A/Std. 40 Mess, H.M.S. Fearless (Devonport based). Wishes to exchange for Chatham or Portsmouth-based ship.

— Carter. POREL. H.M.S. Phoebe. Drafted to N.E.M.T. (Collingwood), Sept. 23 (over six months). Will exchange for Chatham area shore draft.

G. Grandison. LREM. 4, Oldbury Way, Peak Lane, Fareham, Hants. Drafted to H.M.S. Hermes. Will exchange for any shore base, Portsmouth-based ship or any frigate.

E. P. Hopper. AB QR11(A). 3F1 Mess, H.M.S. Blake. Due to deploy Far East. Will exchange for establishment or ship in refit, Chatham or Portsmouth area.

J. Wilson. POMEM (SBD). H.M.S. Ashanti. Being drafted to H.M.S. Jaguar, Oct. Refit/trials/standby Squadron. Shore service. Will exchange for any establishment in Portsmouth area.

Fifteen schoolboys from Burnley and six Combined Cadet Force members from Edinburgh and Durham earned "Bluenose Certificates" by crossing the Arctic Circle in H.M.S. Eastbourne.

Frigates visit Denmark

Copenhagen, used to naval visits, was tested to the full in June when the 2nd Frigate Squadron, fresh from on-passage exercises, berthed at Langenleie for a five-day stay.

H.M.S. Undaunted, commanded by Capt. L. E. Middleton (Captain F2), led H.M. ships Penelope, Torquay, Exmouth, Dundas, Hardy and Russell into harbour on a day which proved the first of five of brilliant summer weather.

Although expensive, Denmark is still a good run and Copenhagen seemed to provide something for everyone. For the culturally-minded there was a tour to Helsingør, where Hamlet trod the battlements, or a visit to Copenhagen's Arsenal Museum.

For those more socially minded there was the Tivoli pleasure gardens and the Carlsberg Brewery. Sportsmen got their share with soccer and rugby against the Danish Navy and a team of expatriates.

For two ships it was their final foreign visit — the Undaunted and Russell returned to the U.K. to pay off together at Portsmouth at the end of June.

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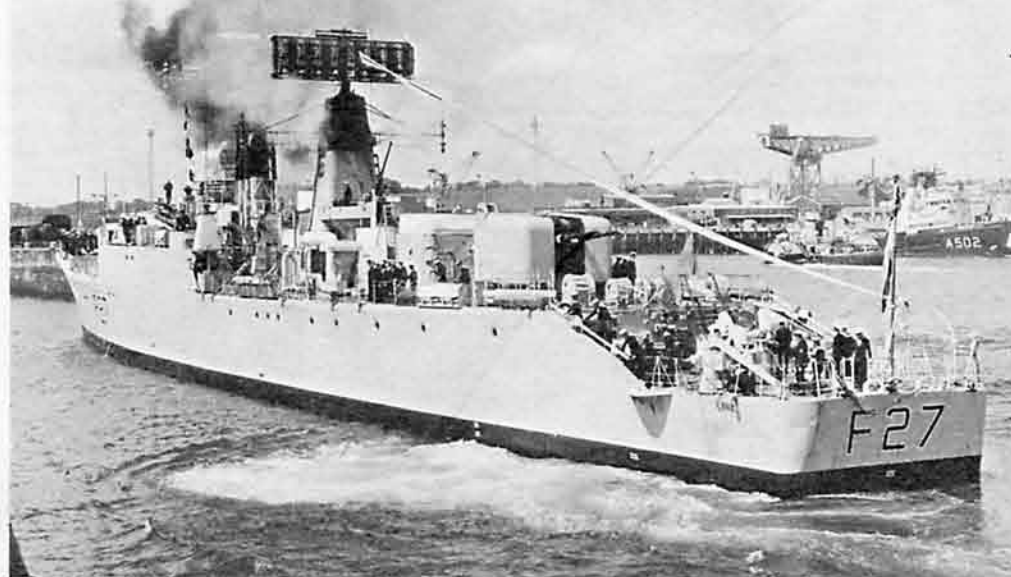
Era ends for ship which gave birth

Flying a 340ft. pennant for her paying-off at Rosyth is H.M.S. Lynx, which now goes into care and maintenance.

During her last commission the Lynx — completed in 1957 — visited the Far East, Persian Gulf and Mediterranean, exercised with 19 other navies and took part in Beira and Iceland patrols, as well as carrying out U.K. visits.

The ship is giving an engraved presentation bell to seven-year-old Pauline Lynx Gibbs, whose father is a lighthouse keeper at Port Stanley in the Falklands and who was born on board the frigate. A competition was held on board to make the best rope for the bell.

Photo: M. Dunbar



FILMS FOR THE FLEET

Baddies take over (almost)

Spies, assassins, drug smugglers, gangsters, monsters . . . they are the "stars" of this month's list of releases to the Fleet by the Royal Naval Film Corporation.

The "baddies" theme is brightened only by pop singer Cliff Richard, appearing with the pretty Deborah Watling in "Take Me High."

THE LIST

Here is the list:

Assassin — Ian Hendry, Edward Judd, Frank Windsor. M15 Control hire an assassin to kill a Defence Ministry official suspected of leaking secrets. This thriller traces the parallel worlds of the assassin and the target. No. 225. Columbia-Warner.

The Stone Killer — Charles Bronson, Martin Balsam. A detective's investigations lead him to a Sicilian who is masterminding a scheme to avenge the slaughter of his Mafia compatriots. Plenty of action with a spectacular car crash. No. 226. Columbia-Warner.

Enter the Dragon — Bruce Lee, John Saxon. In order to obtain evidence of drug smuggling, Bruce Lee agrees to travel to an island fortress to take part in a martial arts tournament with other experts from around the world. No. 227. Columbia-Warner.

The Friends of Eddie Coyle — Robert Mitchum, Peter Boyle. Crime drama about guns bought and sold by ageing crook Eddie Coyle and the false loyalties of the underworld. No. 228. C.I.C.

The Don is Dead — Anthony Quinn, Frederic Forrest, Robert Forster. Another Mafia story — this time about a power-hungry member of the Family whose sinister plan to take over from the

Don of the syndicate results in open warfare between the different branches of the organization. No. 229. C.I.C.

Take Me High — Cliff Richard, Debbie Watling, Hugh Griffith. A high-spirited musical comedy filmed in Birmingham. No. 230. E.M.I.



Executive Action — Burt Lancaster, Robert Ryan, Will Geer. This fictional but convincing account of events leading to the assassination of President Kennedy provides a talking point for those who have ever had doubts. No. 231. Scotia-Barber.

The Satanic Rites of Dracula — Christopher Lee, Peter Cushing, Michael Coles. A dying man's report of a ritual Black Mass with macabre overtones throws Britain's top security group into immediate action to thwart Dracula's plan to annihilate mankind. No. 232. Columbia-Warner.

WHO'S LOOKING AT DENISE?

Denise Hammond is number two in the series of "beauts" which we bring you by courtesy of our namesake Down Under, Australian Navy News.



BY SPECIAL REQUEST!



Disc jockeys Tony Blackburn and David Hamilton had a special request when they visited H.M.S. Pembroke at Chatham — to pose for a picture with Leading Wrens Sue Rich and Chris Whittles. As you can see from the outcome, several other music lovers joined the line-up!

The meeting took place after a Chatham soccer match between B.B.C. Radio One disc jockeys and the Medway All Stars — a team made up of former professionals, local journalists and radio personalities.

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RN
ROYAL NAVY

GUN TEAMS DEFY THE STOP WATCHES



Putting their backs into it are members of the H.M.S. Daedalus A team, who won the final of the Brickwood Field Gun competition by the narrowest of margins.

There was no separation on the four stop watches involved — they showed 1min. 31.6sec. — but the place judge (Lieut. Jim Grieve) gave Daedalus the verdict over O. School, H.M.S. Collingwood, by "about a foot."

The event proved a thrilling climax to an exciting competition, Daedalus A being presented with the Brickwood Trophy, and O. School with the Runners-up Cup.

Fastest time of the competition, staged at Collingwood for the first time, was set up in the heats by Collingwood's R. School at 1min. 31.2sec. This gained them the Powerful Cup for fastest time by a ratings crew.

The battle of the wardrooms between Collingwood and Daedalus was won by Collingwood by half a second, and the Plate competition victors were Daedalus B.

So the five trophies were won by five different crews. Collingwood provided the winning Volunteer Boy Cadet crew.

MALTATOURS

Wives and Families to Malta

H.M.S. Ark Royal October, 1974
H.M.S. Tiger December, 1974

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Fleet Air Arm trophies

The Vectac Trophy presented by Kelvin Hughes Ltd. to the front-line squadron with the highest percentage of success attacking submarines has been awarded for 1973 to 820 Squadron, equipped with Sea Kings.

The trophy was handed by Vice-Admiral I. G. Raikes to Lieut.-Cdr. G. E. G. Brown, the squadron's commanding officer. Among those present was Lieut.-Cdr. D. P. Edwards, who commanded the squadron at the time it won the award.

Winner last year of the Australia Shield for high degree of operational readiness in the commando role was 848 Squadron.

The Flag Officer Carriers and Amphibious Ships (Rear-Admiral A. D. Cassidy) visited R.N. air station Yeovilton to present the shield.

Other prizes and trophy awards for 1973 include:

Bell Davies Trophy, Sub-Lieut. (SL)(P) L. O. W. Williams; Daedalus Trophy, Lieut. (X)(O) C. F. F. Watkins, Ferguson Shield, Lieut. (X)(O) W. B. Harper; Hallam Trophy, Lieut. D. Niven, R.A.F.; Hibernia Cup, PO(UCI) (AIRCREW) P. S. Jays; Kelly Memorial Trophy, Lieut. (E)(AE)(L)(P) R. G. W. Nice; Kensingley Trophy, Lieut. (X)(P) R. M. Davey; Nunburnholme Trophy, Lieut. (X)(O) R. F. Edmonds; Plessey Marine ASW Trophy, FCPO (TAS) (AIRCREW) P. E. J. Matthews.

COMMISSIONING FORECAST

The latest commissioning forecast details are as follows:

AUGUST

APOLLO (GP Frigate), August 1. Base port changes to Portsmouth.
PHOEBE (GP Frigate), August 5. LRP at Devonport. Shore service.
HERALD (Survey Ship), August. Contractors' sea trials. Shore service (Building).

SEPTEMBER

ANTRIM (GMD), September 2 at Portsmouth. Sea service.
GALATEA (GP Frigate), September 12. Commissions at Devonport for Sea service (West of Suez). Captain's command with full staff.
LYNX (A/S Frigate), September 16 at Rosyth. Reduced crew. Refit for Stand-by Squadron. Shore service.

OCTOBER

HERALD (Survey Ship), October. Acceptance. Shore service (Trials).
HECLA (Survey Ship), October 14 at Devonport. E.R. Party. Shore service.
ZULU (GP Frigate), October 25 at Rosyth. Commissions for Sea service (West Indies).
SHAVINGTON (CMS), October 11. Commissions at Devonport. Fishery Protection Squadron.

NOVEMBER

BRIGHTON (A/S Frigate), November 18. Pays off for refit at Gibraltar. Ship's company and flight transfer to H.M.S. Plymouth.
HERALD (Survey Ship), November (Tentative). Commissions at Portsmouth for Sea service.
PLYMOUTH (A/S Frigate), November 15. Commissions at Gibraltar with ship's company from H.M.S. Brighton. Sea service (East of Suez).

DECEMBER

BRONINGTON (CMH), December 20. Commissions at Gibraltar for 1st MCM Squadron. Sea service.
KILLIECRANKIE (CMS), Ex Bickington. December 2. At Chatham. Completes refit.

JANUARY, 1975

BOSSINGTON (CMH), January 6. E.R. complement at Gibraltar. Shore service.
BULWARK (LPH), January 31. Base port changes to Portsmouth. Sea service.
CHARYBDIS (GP Frigate), January 1. Base port changes to Devonport. Sea service.
KIRKLISTON (CMH), January. Transfers to 1st MCM Squadron. Sea service.

MARCH

JAGUAR (AA Frigate), March 14. Completes refit for Stand-by Squadron. Base Port Chatham.
SIRIUS (GP Frigate), March 10 at Devonport. Starts LRP. Shore service.

APRIL

HERMIONE (GP Frigate), April 1. Base port changes to Devonport. Sea service.
BRIGHTON (A/S Frigate), April 11. Commissions at Gibraltar for Sea service (East of Suez) with ship's company from H.M.S. Rhyll.

MAY

CUXTON (CMS), May. Trials crew at Rosyth prior to joining 10th MCM Squadron. Shore service.
LINCOLN (AD Frigate), May. Completes refit for Stand-by Squadron.
RHYLL (A/S Frigate), May 5. Pays off for refit at Gibraltar. Ship's company transfers to H.M.S. Brighton.

JUNE

BRINTON (CMH), June 30. E.R. complement at Chatham. Shore service.
NAIAD (GP Frigate), June 20. Commissions at Devonport for Sea service (East of Suez). Captain's command.
CUXTON (CMS), June 6. Completion.

JULY

DIDO (GP Frigate), July 30. L.R.P. at Devonport.
GAVINTON (CMH), July. E.R. complement at Gibraltar.

AUGUST

EURYALUS (GP Frigate), August 1 (Tentative) at Devonport. Captain's Command with full staff. Sea service.

SEPTEMBER

LYNX (AA Frigate), September 12. Complete refit for Stand-by Squadron. Shore service.
LONDON (GMD), September 12. Commissions at Portsmouth for Sea Service (West of Suez).

OCTOBER

HECATE (Survey Ship), October. L.R.P. at Devonport. Shore service.
BOSSINGTON (CMH), October. Commissions at Gibraltar. Base port Portsmouth. Sea service.
CLEOPATRA (GP Frigate), October 27 at Devonport. Captain's command with full staff. Sea service.

SUBMARINE DRAFTING

Dates shown are the final manning dates — the day when the whole crew will be complete. Draft orders will start arriving four months before this time.

Drafting preference cards for electrical branch volunteers are required six months before the final manning date. Drafting preference cards for other branches, five months before final manning date.

FINWHALE. At Portsmouth. Final manning date September 30, 1974. Joins SM1.

ORPHEUS. At Devonport. Final manning date March 7, 1975. Joins SM1.

WALRUS. At Rosyth. Final manning date April 11, 1975. Joins SM1.

OBERON. At Portsmouth. Final manning date April 28, 1975.

CHURCHILL. At Chatham. Final manning date May 23, 1975.

Tiger on trials

After two months in Portsmouth Dockyard, H.M.S. Tiger sailed for sea trials off Portsmouth and Portland before embarking 826 Squadron's four Sea Kings off the coast of Cornwall.

During a work-up period at Portland the Tiger was visited by the Defence Secretary, Mr. Roy Mason, who was transferred by jackstay from H.M.S. Gurkha and was given a flight in a Sea King during a Casex with H.M. ships Hardy and Exmouth and H.M. submarine Opportune.

The Tiger organized an "It's a Knock-Out" competition for all the ships, including NATO vessels, at Portland on July 5.

INTERNATIONAL
MENSWEAR
PRINCIPAL COUNTRIES

Louis
INTERNATIONAL

17 ARUNDEL STREET PORTSMOUTH
ALSO AT PLYMOUTH AND DEVONPORT



NOW THE TARTAR IS EVEN MORE FEROCIOUS



Rejuvenated, H.M.S. Tartar has entered the second half of her life after a £5m., two-year refit which has provided her with two Seacat guided missile launchers, improved machinery and communications equipment and extra comfort for the crew.

One of seven Tribal class frigates, and named after the ferocious Central Asian warriors, she was built at Devonport and launched on September 19, 1960 by Lady Tyrwhitt, widow of Admiral St John Tyrwhitt, a captain of a previous Tartar.

Of all-welded construction, the ship is 360ft. long with a beam of 42ft. and a standard displacement of 2,500 tons.

Her propulsion machinery includes a gas turbine running on diesel fuel to boost the steam turbine when high speed is required. An advantage of this system is its rapid acceleration from cold, enabling the ship to leave harbour without delay in an emergency.

Navy Days programmes
— pages 10 and 11

of modern sonars which can be used to control the triple-barrelled anti-submarine mortar and its variable depth bombs or guide an attack by the ship's Wasp helicopter carrying homing torpedoes.

The Tartar's 17 officers and 280 men enjoy a high standard of accommodation, with air-conditioning in all living spaces and manned compartments, making the ship well equipped for service in hot climates.

After work-up and an appearance in Portsmouth Navy Days, H.M.S. Tartar, whose captain is Cdr. John Manley, is due to deploy to the West Indies.

How she won that 'lucky' tag

When the present H.M.S. Tartar, the tenth ship of the name, joined the Royal Navy in the early 1960s she inherited one of the most impressive lists of battle honours in the Service.

Of the 20 awards, perhaps the most outstanding are the 12 won by the previous Tartar, a destroyer with a magnificent World War II record.

Built in 1937, the ninth Tartar took part in the Bismarck action in 1941 — about the time she became known in her flotilla as the "Lucky Tartar" because of her fortune in

escaping damage from air raids.

During the Bismarck action the Tartar's gunnery officer was Ludovic Kennedy, then a sub-lieutenant.

The ship's "lucky" tag stayed with her through the war, as did her flair for setting records. She was the first destroyer to spend 200 days at sea in the war, the first to run 100,000 miles, and by the end of the Sicily invasion had steamed 200,000 miles without a casualty.

The first Tartar was built in 1702 and the remainder were

fifth and sixth rates, a corvette, a third-class cruiser and a torpedo boat destroyer.

BATTLE HONOURS

Velez Malaga 1704, Lagos 1759, Ushant 1781, Dogger Bank 1871, Baltic 1855, Simoneski 1864, South Africa 1899-1900, Dover Patrol 1914-18, Norway 1940-41, Bismarck Action 1941, Arctic 1942, Malta Convoys 1942, North Africa 1942-43, Sicily 1943, Salerno 1943, Mediterranean 1943, Normandy 1944, English Channel 1944, Biscay 1944, Burma 1945.

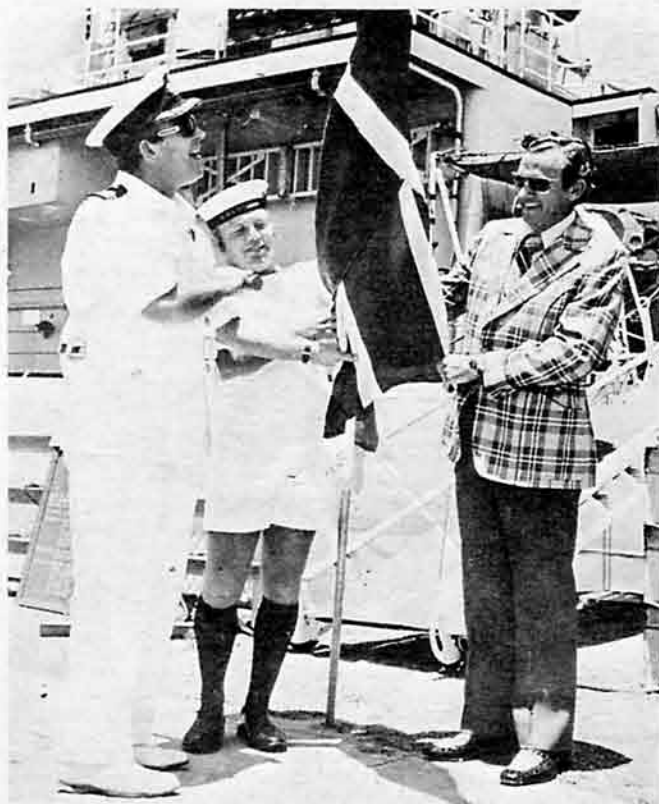
Friendship links

H.M.S. Tartar has links with Chailey Heritage School for handicapped children and the Sea Cadets of T.S. Tartar, New Barnet. The Borough of Barnet adopted the last Tartar in 1941 and a close liaison has been maintained since.

PHOTO POSTCARDS

Postcards of H.M.S. Tartar or any other ships in this series are obtainable from Navy News, Dept. P.C., H.M.S. Nelson, Portsmouth, PO1 3HH. Price: 5p each (50p per dozen), stamps, postal orders or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p. Albums to hold 64 Navy News postcards are 85p each (including postage).

NUBIAN'S GIFT



H.M.S. Nubian was the first Royal Navy ship to visit Pensacola, Florida, for more than 15 years when she became a "celebrity" in the city's annual Fiesta of the Five Flags.

Each year the American port commemorates a part of its history and this year, appropriately, it was the period of British rule.

Local hospitality was almost overwhelming and the Tribal-class frigate entered into the spirit of the Fiesta with gusto, taking part in virtually all the activities, ranging from underwater treasure hunts to sandcastle building contests. Various sports, including rugby, were played against local teams.

On the day before the frigate sailed for Bermuda her captain, Cdr. M. J. G. Howitt, presented the mayor of Pensacola (Mr. Barney Burks) with a Union Jack, and in return the ship was given a key to the city and a painting of Pensacola's famous white beaches.

The flag ceremony, on the quayside, was pictured (left) by CPO Brian Robertson, instructor at the Joint School of Photography, R.A.F. Cosford, who is in Pensacola teaching U.S. Navy photo motion picture photography under a personnel exchange programme. LS Karlsen lends a steadying hand as the flag is handed over.

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NEW LINE ON SMOKE PERIL

It is commendable that "blue-liner" cigarettes are to be made less hazardous to health with respect to tar yield, but I have never seen any differentiation made between the use of matches and lighters in the many references to the dangers of smoking.

Frequently, before a match has fully ignited, one can see a cigarette smoker draw on the cigarette and inhale a lungful of toxic fumes from the match head.

A cigar or pipe smoker invariably ensures that the match is well alight and thus avoids this additional hazard.

If the fumes from 20 to 50 match heads were inhaled daily by non-smokers, surely the healthiest individuals would sustain some permanent damage to their lungs.

Ian Farquharson
Kinlochleven, Argyll.

● Civvies' pride

In reply to "Distressed" (May issue) we are not all "ignorant civilian countrymen."

We are shocked at the closing of air stations and bases, and the axing of the carriers. Some of us do take an interest in our Navy, and are proud of it.

D. Matthews
Southwick, Sussex.

● 'Rowly' cups

Does any reader know what became of the "Rowly Cowwy" cups competed for in the early 1920s by "V" and "W" destroyers of the Third Flotilla? One cup was pulled for by seamen and the other by a daymen's crew.

P. E. Robinson
Deal.

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LETTERS TO THE EDITOR

The "Nibblers' Book" may be a solution to the "one off" cases of being adrift, mentioned in the June issue of Navy News.

This was in use while I was an apprentice at H.M.S. Caledonia in 1956-60.

A book kept at the main gate recorded all "apps" adrift up to 30 minutes. The book was regularly inspected by the Regulating Office, and anyone appearing more than three times in a period (in our case a term) was charged. All three offences were then taken into account.

Anyone outside 30 minutes late was charged in the normal way. The time of 30 minutes could be variable, and the collecting period a month, or two, or three.

This system maintains discipline, allows for the "one off" situation, and also identifies the habitual offender.

It doesn't cope, however, with the "missed the coach over half-an-hour late" case, but if the offender rings in with a reasonable excuse before the Nibblers' Book closes, at the

Open a Nibblers' Book!

Officer-of-the-Day's discretion he could be a case for inclusion in the book.

The arrangements worked well at "Calley," and might be worth resurrecting.

F. W. Sutton
(Ex-COEA)

Weymouth.

'THING' THAT MAKES A SHIP HAPPY

Just before Christmas 1973 I left H.M.S. Lincoln after two-and-a-half years. It was the happiest ship I have served in.

I met a civilian in H.M.S. Collingwood sporting a "Lincoln" tie, and he turned out to have been the first chief ordnance artificer in 1960. He, too, said it had been happy.

Some ships have this "thing." During my time aboard the Lincoln this "thing" came from everywhere. Good lads, they worked hard and played hard; good management right through the structure to the senior rates.

Work-up was just one long SMILE with a V.G. pass — and so it went on. Incidentally, there were none of the modern ship mod. cons. of dining halls, etc.

I hope that the Lincoln won't go into the Standby Squadron, but will, as before, be saved so that another 200 or so can enjoy themselves, give themselves to the job, and show compassion when required as all did during the last commission.

Don't despair, you others! You may be lucky, as we have been.
R. Broniman (OEMN1)
25 J.S.T.U. Woomera.

● Jutland jack

On the eve of the Battle of Jutland, my ship H.M.S. Royal Sovereign was at Scapa and was unable to take part in the engagement as we had only just commissioned.

Shortly afterwards, I was given a union jack by a fellow "bunting tosser," and was assured that it was flown in action. I always thought that "jacks" were only flown at anchor, but my mate said that either ensigns or jacks could be flown in action.

Can any Jutland officer or man tell me the correct answer?
N. Cordon
Leek (Staffs).

More letters
in Page 29

BEARDS, MOUSTACHES AND REGULATIONS

I have a yearning to grow a Van Dyck beard, and several people have come across them in the Service, but I can find no regulations to cover them. Can you help?

S. S. Houlding (LRO(G))
H.M.S. Bossington

As everybody knows, the permission is to "discontinue shaving" and grow a full set. Any beard style which involved shaving would be against the rules.

But... funny thing... one or two Van Dycks HAVE been seen around, presumably having sprouted from "commanding officer's discretion." — Editor.

The present multitude of letters regarding hairy heads has now ceased, but what about hairy lips? Why cling to this ridiculous tradition of full set and no moustache?

Another answer that escapes me is why the other two Services (and the "booties" of course) have the custom in reverse.

Buster

One cannot help but wonder if the present climate of change and acquiescent surrender to our demanding youthful members of the Royal Navy has not been a little unfair to us of the longer tooth.

One worthwhile project would be to legalize the wear-

ing of a moustache without its accompanying jaw appendage (a desire that has always been close to my ageing heart).

On the uniform side, one of our budding "haute couture" aspirants could do worse than have a close look at the winner of the 1935(?) Nobel Prize for Disaster known as "the senior rates' tropical shirt" — surely a more worthy candidate for the chop than either the silk or bell bottoms.

D. M. Day (MAA)
NATO HQ
Oeiras, Portugal.

● Popular

A shipmate whom I supply with Navy News tells me that he takes the paper to work with him, and his mates come asking, "Can I see your Navy News, John?" And so the paper is passed around the factory.

S. Weatherall
Royal Naval Association,
Redcar.

● Sailing at Scapa

Having read the article on "Adventure" (May issue) I was reminded that during the Second World War I served aboard a minelayer, H.M.S. Agamemnon — a converted Blue Funnel packet.

Our skipper was a certain Capt. Ratsey, a partner, I believe, in the sailmaking firm of Ratsey and Lapthorn, of Gosport. On the few occasions that we were in Scapa during the war, we whipped the remainder of the Fleet with our whaler, complete with Ratsey's home-made red sails.

There were four ships in our squadron, and two of them broke down at sea. Capt. Ratsey's one regret was that it was not his ship. He always said he could sail his ship back to harbour with our boat deck awning — a ship of 8,000 tons.

On one occasion a young PO overturned our whaler in Loch Alsh. He returned on board to find the captain waiting for him on the gangway. Fearing the worst he expected a real ticking off. Instead, Capt. Ratsey said to him: "Congratulations. Now you know the limitations of a boat under sail."

Richard W. Swannell.
Hove (Sussex).

● Early riser

Further to one of your articles of "an early riser" may I put forward the following particulars.

I joined Britannia Royal Naval College as an able seaman on September 17, 1967, and became a lieutenant on November 1, 1970 — a total of three years and 45 days.

Although this is longer than Lieut. Jeffree, I was only an able seaman when I joined the college.

A. J. Riley
(Lieutenant, R.N.)
H.M.S. Woodlark

● Cavalier Trust

The Cavalier Trust Appeal (June issue) complements a recent visit I paid to H.M.S. Belfast. Both tributes to the Senior Service, however, brought a degree of sadness — indeed shame.

I hope that the Cavalier Appeal is fully rewarded and the ship preserved, but it does seem that the Royal Navy is the least represented in terms of full-scale

preservation. We have Victory, Belfast, and now (hopefully) Cavalier.

The Royal Air Force have the supreme magnificence of Hendon, with every exhibit in mint condition from "ballooning to jetting." While too late to mourn over short-sightedness, I'll wager more than a few veterans would sacrifice much to step aboard a wartime sub, corvette, M.T.B., or a D-Day landing craft.

Every success to Cavalier, she must be the "last of the none."

Peter Wright
(Ex-petty officer)
Twickenham, Middlesex.

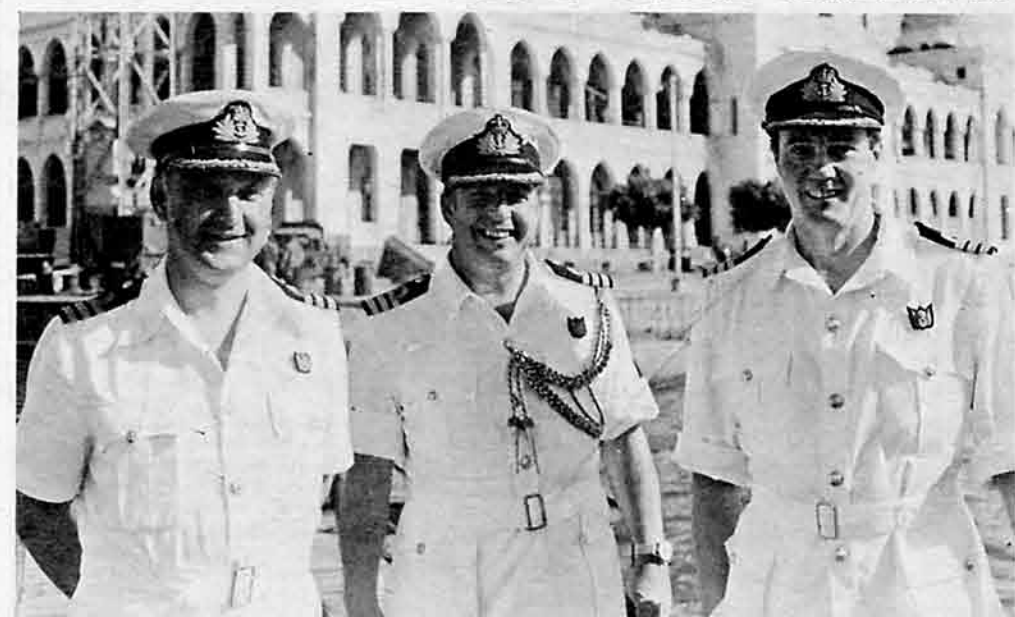
● Long service

After reading about the two CPOs having served seven years each in H.M.S. Hampshire (May issue) it set me wondering about the record time spent in one ship.

Although I spent a modest six years in H.M.S. Newcastle (1943-49), we had on board a chief ERA Les Young (ten years) and a stoker PO Woodman (12 years). There was also an able seaman, whose name I forget, the ship's "tanky," who was on board the Newcastle for well over 12 years.

M. Pratt
(Ex-mechanician I)
Rugby.

OBSERVED IN PORT SAID..



It must have been another "first" — of some sort — when the visit of Flag Officer Malta (Rear Admiral D. A. Loram) to the Royal Navy ships in the Suez Canal brought three Commanders (O) together in Egypt. Pictured in

front of the Suez Canal Authority building in Port Said are (left to right) Tony King (Staff Officer Operations to F.O. Malta), Keith Day (Naval Attache, Cairo) and David Husband (Commanding R.N. forces in the Suez Canal).

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**TWO
PAGES...**

Singapore, here we come!

H.M.S. Fife, flagship of the Second Flotilla in the four-nation Exercise Kangaroo in the Coral Sea, might think it has been having a busy few weeks charging about the mighty waves, but another exercise with less publicity has been in operation at home.

Exercise Hard Work involved a few Fife wives, whose plans to meet their men when the ship reaches Singapore for a maintenance period makes any war game pail in comparison.

It really isn't a question of "Get jabbed up and hop on the plane on such and such a date," writes "Fife Wyfe." What jabs? You trot along to what you think is a reliable authority. "What do we have for Singers these days," sings out nurse A. "I think it's TAB, smallpox and cholera," comes the reply. "What about yellow fever?" "No — not necessary — well, I don't think so."

Nurse B. on the next trip says "What on earth did you have TAB for?" When will these medics have one story and keep to it, you wonder. So, the next few weeks are spent to-ing and fro-ing, pricking and stabbing.

Good old Grandma

Paramount, of course, is Children. To take or not to take? Too expensive, too hot. Right, that's another decision. Next problem, who will take care of the little darlings? Good old Grandma, bless her. The ship's programme isn't geared to school holidays

— but then is it ever? Plan Grandma's journey, arrange school lifts, remember certain after-school activities and the weather, of course, will mean different schedules on different days; arrange playgroup lifts; see headmaster, teachers, playgroup supervisor, various golden-hearted friends and neighbours, who all feature in this exercise.

Then there's the shopping. Not wishing to leave the cupboard bare and to have Grandma cope with mealtime "Don't Likes," get as much favourite food in beforehand. Try hiding food! Hunt the Food then becomes the current "in" game.

A family affair

The ignition switch on the fire has always been a problem. Can't spend all those sun-baked hours thinking of gas explosions, send for the engineer. The freezer acquires a nasty noise, send for another engineer. Only a few days left now. Have I got the right clothes, what else needs to be bought? By this time, one is almost past caring. Grandma is very poorly, but swears she'll recover in time. I wish that gremlin sitting on the roof would move elsewhere.

Raising the cash

Lists to make, bills to settle, and still the sea of unfinished jobs seems to mount up.

Right, lads, that's just a little insight of what goes on before we "Hop on that plane."

Should anyone reading Navy News reckon the Services are overpaid and giving their wives luxurious holidays — let's enlighten them. While we've been carrying out Exercise Headcook, Bottlewasher, Father, Mother and General Factotum for the greater part of last year and this year (and next year, too), we have also been working at a variety of skilled and unskilled jobs to raise the necessary cash for our trip. Singapore, here we come!



Picture: PO Ben Cartwright

'Hearts and minds'

All the sympathy and compassion which is so strong in the Service, and which has resulted in generous aid to charities, is shown in this photograph taken at the Hartley (Plymouth) spastics centre. As a result of a record-breaking five-a-side soccer marathon, 42 Commando Royal Marines raised £43 for the centre, and after the presentation of the cheque, the Royals met some of the children.

BITTER-SWEET OUTING FOR ANTRIM

Mrs. Margaret Matthews, of Gosport, made a journey back to sadness when she visited the Princess Chula Ward of the Royal Marsden Hospital, Sutton (Surrey). The ward cares for children suffering from leukaemia, and her only son was a victim of the illness.

The boy was treated there for five years before his death in January 1972, and being a naval wife, Mrs. Matthews wrote to Navy News appealing for a ship to adopt the ward.

"I was delighted when I saw in a later edition that my appeal had been answered," she said in a letter to the editor.

"I was invited to be present when a commander and six members of the crew of H.M.S. Antrim handed over a cheque for £400. It was a hard thing going back to a place where I had known so much sadness, but it was a very happy day too — knowing how much that money was needed.

"It was wonderful that these men should have taken such an interest in the ward. I will never be able to thank them enough."

The ship had previously made a Christmas gift of £50 to the ward for hampers and presents. The £400 will be used to furnish a parents' room, called the Antrim Room.

Arethusa to sail again

After their decision to close the Arethusa Secondary School and to dispose of the ship because of unacceptable economic factors, the Council of the Shaftesbury Homes and the Arethusa have examined possibilities for the future use of their property at Lower Upnor.

It has been decided to establish, on shore, an Environmental Study Centre for school children of all ages. The Council has also ordered a purpose-built ketch to take adventure groups of about 14 young people to sea for cruises of varying lengths and degrees of challenge.

It is hoped that the Centre will be opened later this year and that the maiden cruise of the new ketch, Arethusa, will take place in the spring of 1975.



Naval Nurse Diane Hazeldine (19), of R.N. Hospital Stonehouse, visited her father — FCCEA Roy Hazeldine — on board his ship, H.M.S. Defiance, headquarters of the Fleet Maintenance Group at Plymouth.

Diane was following a family tradition when she joined the Navy last year: her grandfather, the late Mr. Lucian Hazeldine, did 28 years'

service and was a survivor of the battle cruiser H.M.S. Repulse, sunk by Japanese aircraft in 1941.

Roy is the Defiance's link-man with Longcase School, which has adopted the ship and where his wife, Barbara, works as a welfare assistant. He helped to rig a PA system and fairground equipment from H.M.S. Drake at the school's summer fete, in aid of a mini-bus and its garage.

CARAVAN QUERY

A reader was annoyed to see in a Navy News report "that anything which helps with accommodation problems — especially in the Navy where there is a shortage of married quarters — will always be welcome."

In a letter to the paper she inquired, "If there is this shortage, may I ask why the Navy caravan sites are being closed down?"

It is a question which has been asked by more than this reader, and particular representations have been made concerning the caravan site at H.M.S. Daedalus, Lee-on-Solent.

REVIEW

So far as Navy News has been able to gather, the Navy caravan sites were to be closed down by 1977, but no official pronouncement appears to have been made. Whether the closure date will now be deferred remains to be seen, but the whole situation is likely to come under review before any decision is reached.

The reader who raised the issue

through her letter is Mrs. Cynthia A. Binningsley, of 8, Swan Bridge Caravan Park, London Road, Dorchester, Dorset.

"Like many other naval couples," she said, "we found ourselves priced out where houses were concerned, so for only £2,700 we bought a residential caravan. We have three bedrooms, bathroom, kitchen / diner, and lounge — all complete with furniture, carpets and curtains! Repayments can be spread over five years."

Mrs. Binningsley referred to the problem there could be of finding a

site, and went on:

"I believe the setting up of decent naval caravan parks would solve a lot of couples' problems. There always seems to be plenty of Ministry of Defence land doing nothing. Even the Army near here at Bonnington have organized a caravan park to ease their married quarters situation."

Mrs. Binningsley said she would be pleased to answer queries from naval couples interested in caravan living (stamped addressed envelopes please).

Editorial and business office:
H.M.S. Nelson, Portsmouth.

Telephones: Portsmouth 22351, ext. 24194 (editorial) and 24226 (business). GPO line: Portsmouth 26040.

Navy News

No. 242 21st Year

Annual subscription: £1.35 or £3.50 for three years.

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PETS: PENALTY MAY BE DEATH

Smuggling animal and domestic pets home from overseas may seem a harmless act, but it is now viewed with such alarm that people who do so risk new and heavier penalties — unlimited fines and up to 12 months' imprisonment.

Service families are among offenders who have been caught, and the strongest warning is given about the penalties involved. The pets can carry the disease rabies, and rabies is spreading across Europe and nearing the English Channel.

A bite from an animal with rabies is a death warrant. All victims die. Despite the appalling danger, nearly 300 animal smuggling cases were detected in 1973.

Anyone considering bringing a dog, cat, or any mammal — even a hamster — into the U.K. (even if they originally took it out with them) must first apply for an import licence, which will not be granted unless quarantine accommodation has been arranged.

Patrick ("Father Dear Father") Cargill gives nine-year-old Lee Perkins some saluting instruction, watched by Lee's parents, PO Terence and Mrs. Audrey Perkins, and sister, Melisa (six). Patrick had joined other show-business personalities on board H.M.S. Mermaid for a ceremony in which the Mermaid Theatre, London, handed over to the frigate the ship's bell of a previous Mermaid.

Picture: Les Warr.

Salut!



...FOR FAMILIES

PREGNANT SILENCE...

"Is there any chance of baby leave in the Royal Navy," asked OEM1 J. A. Lallyette, of H.M.S. Lowestoft, in a letter in which he referred to subjects publicised at the time of the Seebom Committee report on Naval Family Welfare.

His special reason for asking was that 14 days after his wife was due to have their first child, he would be on his way overseas for nine months, and he wondered what had happened to the studies which were undertaken on behalf of the Seebom Committee.

One of those studies, by civilian medics in the comparatively unknown field, offered the suggestions that a man's absence from home was fundamentally undesirable.

- (1) During at least the first four months of marriage;
- (2) During the last month of his wife's pregnancy and the first three to four months of the baby's life.

The relating of these ideas to a sailor's life would be difficult enough, but the experts also went on to suggest a consecutive period of three months' presence in the home in the baby's second six months of life, and further three-month spells in the period between two years old and five.

The independent Seebom Committee, while acknowledging that the birth of a child was a major event in the lives of all young couples, accepted "the impracticability of introducing a universal ruling on this matter in the Navy." The Committee, however, did urge the value of a man being allowed to advance seasonal leave.

COMPASSIONATE LEAVE

That appears to be where the matter rests — and where it is likely to rest, although it will be remembered that application can be made for compassionate leave where there is medical evidence of possible complications.

OEM Lallyette also asked if there was any further comment on the Seebom Committee recommendation that separation should be reduced to a maximum of six months.

At the time of the report, the Admiralty Board stated that in the current manpower situation reduction of separation to six months was unacceptable, because it would impose serious operational limitations, and create such drafting turbulence that the cure would be more

painful than the disease.

While that remains the situation, Navy News is informed that statistics show that only one man in 40 (in the Navy as a whole) has separation exceeding six months in any one year.

The reader's letter added, quite fairly, that since the publication of the Seebom report he had waited in vain for further progress reports.

THE PROFESSIONALS

However, the "silence" has been busy, especially with the setting up of the machinery for the new professional Naval Social Service. Some things have had to mark time, pending the appointment of the head of the new organization. This has taken rather longer than expected, but the post will be filled in the next month or so.

It is expected that about 25 trained social workers will be recruited over the next three years. Seven of the existing staff are among those in the process of selection for the first of the two-year full-time courses.

Other improvements currently being sought in Service conditions follow closely on Seebom Committee lines, and Navy News hopes to be able to give a "progress report" at a later date.

Diomedes cuts the costs

Thirty-three wives and 18 children are due to fly to Singapore at Christmas, for a reunion holiday planned by H.M.S. Diomedes.

Fortunately they beat the air fares increase because the ship got in before June 1 when the new charges doubled the cost of the U.K.-Singapore trip.

Advantages of 'direct pay'

Pay direct to bank accounts continues to be a subject of letters to Navy News, one of them from Leading Cook J. C. Hall, of Torpoint, Cornwall, who says that after more than 12 months he has found no real snags.

He points out that the lady who realized that two successive cheques had not been paid into her account could have found this out quickly if she had had a monthly bank statement. "I believe that most banks will supply them on request without additional charge," he says.

LCK Hall's experience is of pay office efficiency, and he says the only disadvantage so far encountered is that it seems to take a little longer to receive a pay balance statement. "Quite often I have had two or three together."

He adds: "With a joint current account there is no need for a wife to have an allotment book. This makes it much easier for the wife to handle financial affairs when her husband is away at sea."

FRUSTRATIONS

However, a Gosport wife writes in very different vein of six months of difficulties, saying her husband "has not received any pay balance sheet since December 1973; neither has he been informed of his drawing rate, nor has he ever received any information regarding the amount paid into the bank each month."

She asks what should be done "to get the matter resolved once and for all." The advice given to Navy News is that there is no excuse for such a chapter of frustrations. Her husband should "state a complaint."

A third letter about cheques has nothing to do with the Navy, but "the wife of a cheque-carrying P.O." is incensed about shops who refuse unbound cheques plus cheque card.

One can only hope for the ultimate education of these backward stores.

Vulcan welcomes the Duke

What a thrill! Wives and children of naval personnel gave a big welcome to the Duke of Edinburgh when he visited H.M.S. Vulcan, the nuclear propulsion test and training establishment at Thurso, on June 27.

They were rewarded with a meeting which, as this picture indicates, was immensely enjoyed by all concerned.

The Duke arrived at a nearby airstrip at the controls of an Andover aircraft of the Queen's Flight.

Accompanied by the controller of the Navy, Admiral Anthony Griffin, and the captain of H.M.S. Vulcan, Capt. Frank Simm, the Duke saw the submarine manoeuvring room simulator in action. On hand to explain the mass of controls was Lieut.-Cdr. Mike Tanner, the training officer.

The Duke lunched at Scapa House where he was welcomed by Cdr. Bill Foster, executive officer of H.M.S. Vulcan and wardroom president.



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NAVY DAYS 1974

All in a good cause

Second only to showing the Navy to the public, the object of Navy Days is to raise money for naval charities. Last year, for example, more than £35,000 found its way to various funds, including the King George's Fund for Sailors, the Royal Naval Benevolent Trust, the Fleet Amenities Fund and the R.N. and R.M. Sports Control Board.

H.M.S. Ark Royal, biggest ship in the Royal Navy and on view to the public at Plymouth, in a turn to port. The aircraft across the bow in this new picture is a trials Buccaneer with a Martel missile under the wing.



PORTSMOUTH

August 24, 25 and 26, 10.30 a.m. to 5.30 p.m.
ADMISSION FEES — Adults 20p, children 5p, cars £1, coaches £5 (with passengers).
SHIPS TO SEE — Flagship: H.M.S. Victory. Guided missile destroyers: Hampshire, Norfolk, Glamorgan, Bristol. Helicopter cruisers: Tiger, Blake. Frigates: Amazon, Charybdis, Tartar, Hermione, Ashanti, Rothesay, Falmouth, Torquay, Hardy. Survey ships: Bulldog, Beagle. Patrol submarines: Rorqual, Porpoise. R.N. Auxiliary Service: Portsmouth. H.M. Training Yacht: Adventure. NATO Minesweeping Squadron: H.M.S. Hubberston; Breydel (Belgian Navy); Lindau (Federal German Navy); Hoogezand (Dutch Navy).
DISPLAYS — Eleven static displays by Portsmouth area establishments; Sea King, Wessex and Wasp helicopters showing their paces in various roles; diving displays.
HARBOUR TRIPS by an inshore minesweeper and two Royal Marines landing craft.
COMPETITION Twelve prizes of a day at sea in a submarine for boys and girls over 12 and under 16 on September 1, 1974.
MUSIC by a 50-man Band of Her Majesty's Royal Marines Beating Retreat in Victory Area at the end of each day's events.

Programmes were correct at the time of going to press, but may be subject to alteration.

PLYMOUTH

August 24, 25 and 26, 11.30 a.m. to 6 p.m.
ADMISSION FEES — Adults 15p, children 5p, cars plus passengers 80p.
SHIPS TO SEE — Aircraft carrier: H.M.S. Ark Royal. Commando carrier: Hermes. Assault ship: Fearless. Frigates: Leander, Achilles, Andromeda, Salisbury. Survey ship: Hecate. Nuclear submarine: Valiant. Conventional submarine: Andrew. Minesweeper: Walkerton. Royal Fleet Auxiliary: Lyness.
RIVER DISPLAY by fast patrol boat H.M.S. Scimitar, fixed wing aircraft of the Ark Royal, rotary wing aircraft of 824, 829 and 845 Squadrons, fast raiding craft of the Royal Marines, free-fall parachuting or abseiling (depending on weather), H.M.S. Dittisham and X.S.V. Odiham.
TRIPS round the harbour by Dittisham and Odiham and on the river by landing craft of H.M.S. Fearless and H.M.S. Hermes.
REPLENISHMENT AT SEA — Stores, material and men transferred from R.F.A. Lyness to H.M.S. Leander.
EXHIBITION of life and work in R.N. and R.M. with emphasis on local establishments.
OTHER DISPLAYS — Diving by Plymouth Command team and H.M.S. Drake Diving School, plus static exhibition; recreation in the Drake gymnasium; lawn display of unarmed combat by Royal Marines; new entry training by H.M.S. Raleigh; mini-field gun run by Sea Cadets; Press Gang recruitment by R.N. Reserves of H.M.S. Vivid; Beat Retreat and Ceremonial Sunset by Royal Marines Band.

CHATHAM

August 25 and 26, 11 a.m. to 4.30 p.m.
ADMISSION free, car parking 50p.
SHIPS OPEN TO PUBLIC include the frigates Diomedea, Bacchante, Dido, Brighton and Keppel, the Porpoise-class submarine Cachalot, the coastal survey ships Echo, Enterprise, and Egeria, and the R.F.A. ships Green Rover and Stromness.
SPECIAL VISITORS — Two ships of the Royal Netherlands Navy, the survey ship Blommendael and the corvette Wolf, which

is employed on fishery protection duties.
DISPLAYS — Basin: Air-sea rescue operations by Sea King helicopters and demonstrations by ships' Wasp helicopters; mortar firing. Arena: Royal Marines motor-cycle team; R.N. Presentation Team; R.M. Band of C-in-C Fleet; Sea Cadet gymnasts; Cadet field gun competition.
RIVER TRIPS in ships of the Inshore Survey Squadron and in R.N. Auxiliary Service vessels.



The big picture!

From a 55ft. yacht to an 845ft. aircraft carrier . . . from a 1945-built "A"-class submarine to the latest frigate . . . the many faces of today's Royal Navy are on show at Portsmouth, Plymouth and Chatham in Navy Days during the late summer bank holiday week-end.

Again the aim is to give the public as complete a picture as possible of the wide range of Service activities, ashore and afloat.

Portsmouth's contribution is a spectacle in itself. The phrase "bigger and better" is no overstatement, with at least 24 vessels on show. These include H.M.S. Amazon, the first of a new generation of gas-turbine-propelled ships; four guided missile destroyers, including the latest, H.M.S. Bristol; two helicopter cruisers; several frigates, survey ships and patrol submarines . . . and, of course, the most famous old ship of all, H.M.S. Victory.

TRAINING YACHT

Four mine countermeasures vessels of the NATO Standing Naval Force Channel have been invited to attend and visitors can take an admiring look at the sleek lines of the Adventure, the Navy's training yacht which finished second this year in the Whitbread Round-the-World Yacht Race.

Big attractions — in more than one sense — of the Devonport programme are the 50,000-ton aircraft carrier Ark Royal, the 28,700-ton commando ship Hermes, and the 12,000-ton assault ship Fearless.

The nuclear-powered Fleet submarine Valiant heads a "supporting cast" which includes frigates, a survey ship, a conventional submarine, a minesweeper and a Royal Fleet Auxiliary store support ship.

Chatham's two Navy Days, which last year attracted 60,000 people, have two special visitors this year — ships of the Royal Netherlands Navy, adding interest to the Medway Command's own presence of five frigates, a submarine, three coastal survey ships and two R.F.A. ships.



Portsmouth visitors won't see action quite like this, but they will get the chance to see the destroyer H.M.S. Norfolk, dramatically pictured here making history by being the first British warship to fire the French Exocet sea-

skimming missile. The Norfolk is the Royal Navy's first ship to be fitted with three missile systems — Exocet, Seaslug and Seacat. This picture was taken in the Mediterranean off Toulon this summer.

Atom-age Diomedes

Open to the public at Chatham is H.M.S. Diomedes, the first Royal Navy ship to have her boiler installation converted to steam atomization, a process in which steam breaks up the fuel into a fine spray to ensure complete combustion. Eventually all Leander frigates will be converted to this system.



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CATERING 'NEW LOOK'

"Catering Accountants" will enter the Royal Navy's Supply School at Chatham in April 1975, and their training will mark the practical start of the formation of the new Catering Branch.

Little reaction has been heard from the Fleet since the announcement of the changes, but this is not really surprising. It will take some years for the different structure to evolve, and for the ratings concerned to see the effects on them individually.

The Navy administrators mainly responsible for creating the changes believe they will achieve a more efficient and realistic arrangement which will benefit both "the man and the machine."

In particular, it is claimed that advancement prospects for those now serving will not alter, but there should be better opportunities for promotion to senior rate and officer.

Formation of the new Catering Organisation was a recommendation of the Working Party set up following the criminal proceedings which crashed so many careers.

The Working Party made many other recommendations on accounting procedures, and these are expected to be implemented before too long, removing most of the present anomalies but preserving essential safeguards.

To be one stream

Going ahead on the manpower recommendations was made the easier by the fact that they were already in line with naval thinking, similar ideas having been discussed before the frauds came to light.

Basically, the present three categories of caterer, cook, and steward, although continuing on similar lines as at present, will be considered collectively as part of the new Catering Organisation.

In due course there will be only one stream to catering officer, the SD specialisations of Ck, OCA, and SCA lapsing by wasting or cross-training.

Eventually, catering in the majority of ships and establishments, whether wardroom or ratings' messes, will be led by the new style caterer (officer or rating) who will have received training and experience in all specialisations to fit him for the task.

The Stores Accountants Branch will progressively be relieved of responsibility for provisions, the work to be taken over by the caterers.

New recruit entry

A new recruit entry at junior rate level (Catering Accountant) will be opened to deal with provisions and their accounting, and training of the first intake, which will also cover some basic cooking, will begin in April next year.

While the general attitude of the new branch may be characterised as "wait and see," the success of changes over such a long term may well depend on maintaining the spirit of the recommendations in furtherance of the aims to be achieved, and a closer relationship between cook, accountant, and steward.

On completion, the Navy set-up should have more identifiable links with the civilian catering structure.

Good deed by the Phoebe-Hero



The H.M.S. Phoebe-Hero liaison — now back in business — has resulted in a £500 cheque being presented by the real commanding officer (Capt. J. A. B. Thomas) to Mr. Terry Day, southern area organiser for the Guide Dogs for the Blind Association.

It had resulted from the sale of souvenirs of H.M.S. Hero — the frigate's TV star role.

From the left in the picture are actor Donald Burton, who plays the Hero's commanding officer; Mr. Day, with his dog Liesel; and Capt. Thomas, who has since left the Phoebe to take up an appointment with NATO in Naples.

With H.M.S. Lowestoft, the Phoebe has completed a Meet the Navy visit to Aberdeen, spending five days "showing the flag" in the north-east of Scotland. There were many visitors on board and interesting trips for ship's company members.

The Town Council proved excellent hosts, providing tours of Royal Deeside and free entry to municipal, sporting and recreational facilities. These included the Aberdeen Highland Games, where the Phoebe entered a tug-of-war team.

A highlight of the visit was a civic lunch attended by 60 from each ship.

Photo: Dave Morris

APPOINTMENTS

Inst. Capt. J. A. Bell is to be promoted instructor rear-admiral on March 3, 1975, when he succeeds Instructor Rear-Admiral B. J. Morgan as Director of the Naval Education Service.

Inst. Capt. Bell's appointments in his present rank have included Deputy Director of the Naval Education Service (Training) and Deputy Director of the Meteorological and Oceanographic Services (Navy). Since March last year he has been Director of Naval Oceanography and Meteorology.

Rear-Admiral A. G. Watson is to be Assistant Chief of Naval Staff (Operational Requirements) in November this year. He is a former captain of the Navigation and Direction Training School, H.M.S. Dryad, and in August, 1972, became Director-General

of Naval Personal Services.

Admiral Sir Derek Empson was appointed Flag Aide-de-Camp to the Queen on July 15, the day he succeeded Admiral Sir Andrew Lewis as Commander-in-Chief Naval Home Command.

Other appointments recently announced include:

Capt. W. D. Lang, Chief of Staff to FONAAC November 8 (to continue to serve as commodore).

Capt. N. J. D. Hunt, Intrepid in command, September 9.

Capt. J. E. C. Kennon, Pembroke in command and as Flag Capt. to Flag Officer Medway, October 7.

Capt. M. C. Henry, Hampshire in command, January 3.

Cdr. N. J. Hill-Norton, Nelson September 2 for duty with CSCBS for Antelope in

command on commissioning for trials and service.

Lieut-Cdr J. D. G. Cunningham, For duty with ACR for Clyde Divn. R.N.R. August 5 and as Staff Officer and Clyde in command.

Lieut-Cdr T. R. Lee, Ariadne December 12 and in command.

Lieut-Cdr J. C. C. Belchamber, Lewiston in command, September 3.

Lieut-Cdr W. G. F. Organ, Porpoise July 12 and in command.

Lieut-Cdr J. J. Parry, Reclaim in command, September 3.

Lieut-Cdr J. G. F. Cooke, Rorqual August 5 and in command.

Lieut. N. V. Hayler, Centurion October 21 and for duty with ACR for London Divn R.N.R. as Staff Officer and for Thames in command.

Lieut. A. Holland, Flintham September 2 and in command.

Lieut. J. B. Taylor, Grampus July 8, 1974, and in command.

Lieut. J. J. Tall, Olympus August 19 and in command.

Lieut. D. L. P. Evans, Narwhal September 23 and in command.

Lieut. T. D. Elliott, Otter July 20 1974 and in command.

Lieut. R. S. Wraith, Cachalot August 12 and in command.

IN MEMORIAM

N. J. Pearce, A/LEM(A), D114812.
H.M.S. Daedalus, June 17.
P. Milligan, A/LREM(A), D102256.
H.M.S. Daedalus, June 17.
V. Campbell, MA, D117781, R.N.
Hospital, Plymouth, June 17.
R. W. Cocker, CPOSA, M925226.
H.M.S. Cochrane, June 28.

ON TARGET

H.M. ships Scylla and London-derry, with RFA Tidespring, joined ships of the Australian and Thai navies for a three-day exercise in the Gulf of Thailand. The R.N. ships gave an impressive demonstration of 4.5-in. gun firing against radio-controlled target boats and aircraft.

After the exercise they spent three days in Bangkok.

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Changes to meet future Fleet's needs

COMMUNICATORS: THE WAY AHEAD

The future of the Royal Navy's Communications Branch, after the introduction of the Operations Branch on January 1, 1975, is discussed in an official announcement which includes references to the following subjects:

1. A minor change to the junior rate structure.
2. Abolition of the rate of instructor.
3. Emphasis on the continued importance of visual signalling at sea.
4. Introduction of the Seaman (Electronic Warfare) Sub-branch.
5. New Radio Operator (Submarine) sub-branch.

The changes, which are detailed in DCI (RN) T459/74 are "designed to meet more effectively the requirements of the future Fleet."

As the present training and advancement pattern for communication ratings is largely in line with that for the Operations Branch as a whole, says the DCI, the changes are mainly concerned with the future division of responsibility between sub-branches.

The announcement gives the future structure of the Communications Group, together with an outline of sub-branch responsibilities, and how these affect the ratings concerned.

Details will be given in future DCIs of training patterns, advancement, options available, and how the changes affect individual ratings.

CHANGES AFFECTING ALL COMMUNICATIONS SUB-BRANCHES

On the introduction of the Operations Branch, the junior rate structure based on the three classes of radio operator will be replaced by a two-class structure, namely Able Rate (RO1) and Ordinary Rate (RO2). This will bring the Communications Group into line with the rest of the Navy.

Additionally, as with the rest of the Operations Branch, the rate of instructor will be abolished. Those senior rates who have qualified as instructors will, however, continue to receive instructor's pay, and wear the appropriate badge.

GENERAL SUB-BRANCH

No factors have emerged from the studies to warrant changing the responsibilities of this sub-branch.

It will, therefore, be incorporated in its present form into the Operations Branch.

TACTICAL SUB-BRANCH

Although the traditional tasks of this sub-branch have to some extent been eroded in recent years, it is clear from the studies that visual signalling will continue to play an important part in command and control at sea.

It is essential, therefore, that the Navy retains a sub-branch of ratings with responsibility for meeting efficiently the tactical signalling needs of the Fleet.

It has been decided that this sub-branch should also continue in its present form and be incorporated in the Operations Branch.

The operational performance standards of tactical ratings are, however, being revised in the light of modern methods of operations at sea.

ELECTRONIC WARFARE SUB-BRANCH

During the course of the studies, a number of options for the future of the Electronic Warfare sub-branch were investigated.

It is clear from this work that electronic warfare is an integral part of all warfare, and as such is directly the responsibility of the Principal Warfare Officer rather than of the Communications Officer.

It is more logical if the sub-branch responsible for electronic warfare in the new Operations Branch is affiliated to the group within the Operations Branch with whom it would share common operational ties.

It has therefore been decided to introduce a new sub-branch of the Seaman Group, to be known as Electronic Warfare (EW).

Recruits selected for this sub-branch will, from January 1, 1975, be from ratings of the Seaman Group, and those selected will be trained in seamanship and electronic warfare.

Those existing communications (W) ratings will have the option of either transferring to the new sub-branch and becoming seamen, or retaining their communications skills and remaining as part of the branch they joined.

The long haul home

After 27 days at sea, the ship's company of H.M.S. Argonaut were looking forward to the frigate's three-week maintenance period in Hong Kong. Then she was sailing to start the long passage back to the U.K. with the rest of the Far East deployment group.

The ship's Wasp has recorded its 2,000th deck landing. It was made by Lieut. Bob Fielding (on loan from H.M.S. Scylla) on H.M.A.S. Melbourne.

The champagne celebration was held later in the Argonaut.

Roughing it on the Riviera

A large team of sponsored walkers from H.M.S. Norfolk, including Capt. Martin Wemyss, endured scorching heat in the hills behind the Riviera during time off between the ship's Exocet missile firings on the French ranges near Toulon.

The walk was in aid of the ship's adopted charity, the Norfolk and Norwich Society for mentally handicapped children.

Other week-end diversions included visits to Villefranche, St Raphael, St Tropez and Corsica.



"This one ought to be O.K. for branch transfers, chief!"

The employment of those who elect the latter will remain very much the same as it has been in the past.

There will be a common advancement roster for both seamen electronic warfare and communications (W) ratings.

Those who elect to remain as communications ratings will continue to qualify for advancement in the same subjects as they have done hitherto.

RADIO OPERATOR SUBMARINE

Because of the lack of opportunity for a full career in submarines for all Warfare and Radar Plot rates, and to provide a greater degree of flexibility for employment, it has been decided to form a new sub-branch to be called the Radio Operator (Submarine).

This new sub-branch will become responsible for communications, electronic warfare, and plotting tasks.

The sub-branch will be formed initially from ratings currently serving in submarines. All ratings of the Radio Operator (G) and the Radio Operator (W) will undergo cross-training to enable them to act in their new role.

Ratings of the Radar Plot (SM) category up to and including leading seamen will be given the opportunity to undergo conversion training to Radio Operator (SM) category.

Senior Radar Plot (SM) ratings may continue to serve in submarines with the same career and employment pattern as hitherto.

The Radio Operator (SM) sub-branch will be part of the Communications Group within the Operations Branch, and from January 1, 1975, new entries to the Communications Group will have the opportunity to volunteer for this new sub-branch. The Radio Operator (SM) will not be taught seamanship.



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GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Adventure sub aqua

Sub aqua facilities almost unrivalled in the south of England are now to be available to all three Services at Fort Bovisland, Plymouth.

The Joint Service Sub Aqua Diving Centre there, for which the Royal Navy is responsible, is part of the adventurous

training organization.

Bovisland is an old fort of gun emplacements, with its own pier, harbour, and slipway, the main area being now used as a civilian underwater centre of international reputation.

The Joint Service Centre has been established on the remaining part of the premises, and offers exciting possibilities for all interested in sub aqua activities.

One aim is to encourage

age and improve the standard of sub aqua sport diving as an adventurous training activity in the three Services, and there will be courses for beginners and for diving supervisors.

DCI (General) T 104

Beer and ships — the rules

As a result of discussions between Naafi and the brewers, the prohibition on stocks of keg beer being carried from one station to another when the period of absence is expected to be more than three months may now be relaxed in the case of ships sailing from U.K. ports, subject to the brewers' agreement and the "life" of the beer.

Because stowage space is not provided for kegs, senior ratings' messes in H.M. ships

which purchase keg beer have to store kegs in their messes. Messes are responsible for safe custody.

U.K. kegs are not to be landed overseas, but must be returned to U.K. in the ship. Tiger beer kegs embarked in Singapore must be off-loaded (full or empty) prior to the ship's departure from Singapore.

DCI (RN) T 387

For able rate

From August 1, 1974, communication ratings (including Wrens) will not have to undergo a professional examination for able rate.

Until new regulations come into force with the introduction of the Operations Branch, they will need to acquire a certificate authorized by their commanding officer, showing that they have reached the operational performance standard for the higher rating, before becoming eligible for advancement to able rate.

DCI (RN) T 371

Wasp flights

Progressively over the next two years Wasp flights attached to ships of the Rothesay class will be complemented with EA(A)/ELMN(A) first class as senior maintenance ratings.

The complements of these ships' flights are being adjusted to maintain the balance of trades.

DCI (RN) T 370

New coverall

Stocks of the new coverall for air maintenance ratings are now sufficient to permit initial replacement issues to all who have not yet received them. Overall combination suits currently held are to be withdrawn and returned.

DCI (RN) T 352

New list

Personnel interested in non-continuous service engagements should be aware that an amended list has been issued of authorized billets.

DCI (RN) T 340

Working dress

The allowance of working dress for junior medical branch ratings (LMAs and MAs) has been increased from three sets per man to six, in the interests of hygiene on the wards.

No change is being made in the allowance for senior ratings, but at medical officer's discretion the working dress for charge nurses may be replaced by No. 4 white overall coats.

DCI (RN) T 349

Attached to Naafi

Fleet, Corps, and W.R.N.S. representatives attached to Naafi Headquarters as at June 1974 are as follows—

MAA M. E. Street (ships and overseas), CPO Wtr D. N. Brown (Naval Home Command), CEL(Air) W. A. Spragg (Naval Air Command), Cdr Sgt J. A. Beazley (Royal Marines), and FCW S. J. Snowley (W.R.N.S.).

DCI (RN) T 379

Future of Seaman SD officers

"A continuing and valuable role for the Seaman SD officer, both in sea and shore appointments" is confirmed by a recent study which investigated specifically his employment and training in the "Principal War Officer" era.

The Admiralty Board have endorsed the conclusions and recommendations of the study, with some changes effective forthwith.

DCI (RN) S 78

County names

Bath is no longer in Somerset, nor Newcastle-on-Tyne in Northumberland.

The Post Office having decided to adopt all the new county names as from July 1, 1974, the new postal addresses are to be brought into official use as soon as possible, but a transition period of a year is being permitted.

DCI (General) T 107

Blake's 'old time' visitors



It was a perfect Sunday morning and on the quarterdeck in the warm Scandinavian sunshine the band was about to play while preparations went ahead for morning cocktails. As noon sounded over the city of Goteborg a coach and six drew up at the gangway. A usual sight maybe for 1874, but it certainly raised a few eyebrows around H.M.S. Blake in 1974.

The special visitors were members of the Royal Gota Artillery Regiment, as were the members of the band.

The regiment was disbanded as such 20 years ago, but has been revived by volunteers to form a living museum — and they arrived to visit Blake in the original regimental uniforms which date back to the 1870s.

They also have several coaches and two operational 20-pounder cannon, dating from 1863, with the associated gun carriages and teams to draw them.

The liaison between this unusual organization and the Blake grew through 820 Squadron. The Swedes had given 50 members of the ship's company a superb evening of wining, dining, and "naughty" cabaret in true Toulouse Lautrec style.

The Blake's quarterdeck made the perfect setting to return the hospitality, not only to the regiment but also to many of the people who helped make the ship's visit to Goteborg such a success.

In the picture Lieut. Jim Jolliffe poses with some of the visitors.

Photo: LA Mike Beards

THE AIM OF 'SYSTEMATIC MANAGEMENT'

"Clarity of purpose," "economy of effort," and "motivation" are phrases which may often find reluctant listeners.

The words are contained in the policy of "systematic management," which includes such statements as "a manager should act in such a way that his subordinates are encouraged to work willingly and effectively towards the achievement of the required results."

However, anyone who doubts the value of the simple re-statement of management prin-

ciples might well ask himself the question: How often do you "consciously think about your job in terms of its purpose and the results achieved?"

The aim of systematic management is to spread the word more widely — "to provide a formal framework which assists managers at all levels to put the principles consciously into practice."

DCI (RN) S 84

Talking their way to success

The following were successful in the interpreter and linguist examinations held by the Civil Service Commission in February 1974:

Second class interpreter — Cdr. J. A. Thackwell (Norwegian), Lieut.- Cdr. J. N. Coles and R. Mortimer (French) and Lieut. L. C. P. Merrick (Russian).

Full linguist: Cdr. C. E. Baker (Spanish).

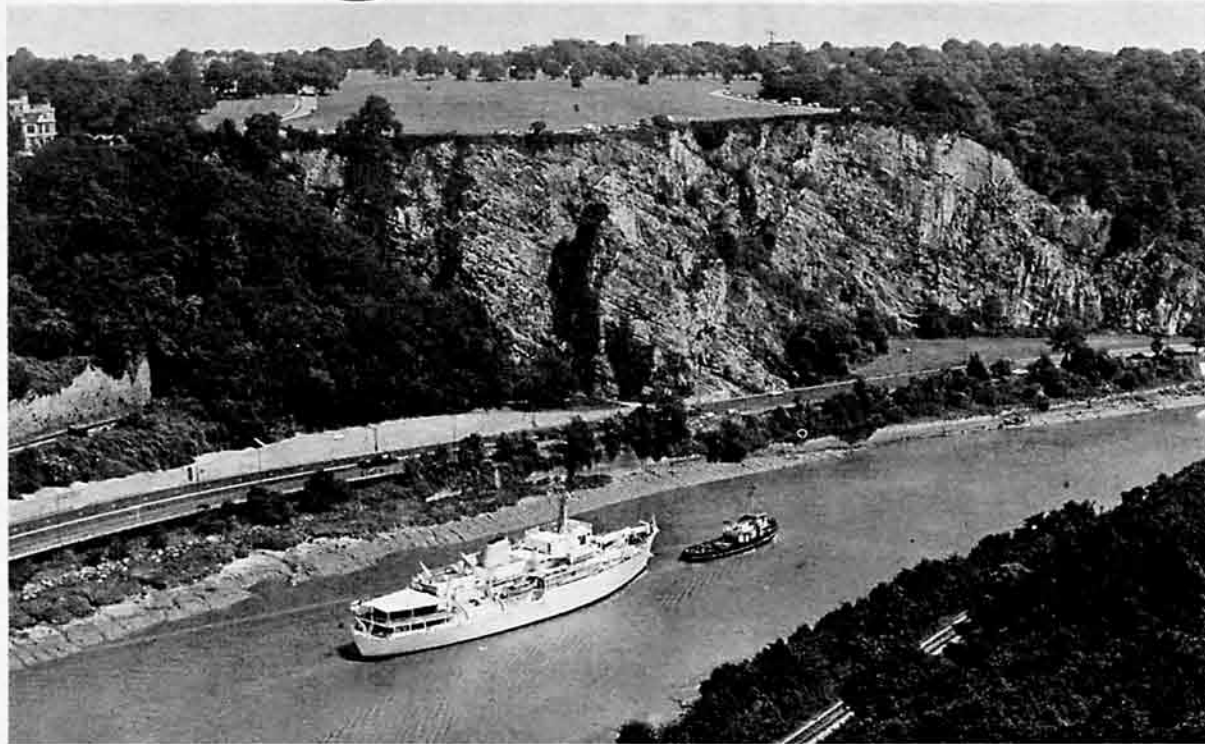
The following personnel who were entered as unsponsored candidates, were also successful—

Full linguist: Lieut.-Cdr. A. Pearson (Chinese national), Lieut.-Cdr. P. A. B. Thomson (Chinese Cantonese), Mid. R. A. Harrison (Portuguese), and Third Officer B. A. Evans, W.R.N.S. and Med./Tech. M. E. Genevieve (French).

Personnel successful in the linguist (without oral) examinations were not listed.

DCI (RN) T 365

Gorge-ous welcome for Hecate!



As this picture of H.M.S. Hecate passing up the Avon Gorge testifies, her journey to Bristol's floating harbour was spectacular.

FIRST the pessimists doubted that her new satellite navigator aerial would pass under the M5 motorway bridge at Avonmouth, but it did with a few feet to spare.

NEXT came the tortuous passage through the Gorge and under the Clifton Suspension Bridge — and here the added manoeuvrability offered by the Hecate's transverse-thrust bow propeller made the trip a little less hair-raising.

THEN, at the entrance to the lock system at Cum-

berland Basin, the splendid liaison established with Bristol City Police during last year's visit was renewed when the ship was met by P.C. Tony Limmer, resplendent in his helmet decorated with a Hecate cap tally!

She's a star in Bristol

H.M.S. Hecate, the Royal Navy's most up-to-date ocean survey ship, received a pop star's welcome when she paid her second visit to Bristol in two years.

The return "date," from June 13 to 18, was by popular demand — and before the ship berthed at the floating harbour near the city centre the first visitors were queuing on the jetty.

During the week-end more than 3,000 people, including an entire infant school, were given conducted tours of the ship.

The Hecate was still remembered

with affection from her visit last year, the more so because one of the ship's company at the time, JS Glen Sturgeon, had earned a Royal Humane Society bravery award for a rescue in Bristol Harbour.

Surprise

Once again the city provided a great reception for the ship's company and official entertainment included free entry to the city's major cinemas, concert hall, swimming pool, the famous Clifton Zoo and Ice Rink and complimentary tickets for a pop concert, discotheque and variety show.

The Hecate again took part in the city's Regatta and Festival of Boats, the "surprise event" being a flying demonstration given by Lieut. Chris Rutter in the ship's Wasp helicopter.

In the regatta finale — an assault boat race — a wardroom and wives team challenged and beat a team from the seamen's mess. The losers then challenged a team from the Army Apprentices' College at Chepstow, who provided the boats.

Unfortunately the Army's youngsters chose to obey the rules and their team of eight was soundly beaten by the Hecate's team of 25 who, having completed the course, turned round, captured the opposition boat and sailed the two craft back to the start in a loose line of bearing formation.

Results

The celebrations over, the Hecate sailed to return to her Energy Sources Exploration surveys west of the Cornish Peninsula, where on June 26 she was visited by the Under-Secretary of State for the Navy (Mr. Frank Judd).

First results of the surveys, which started in April, are expected shortly.

The Minister met members of the ship's company before being entertained to lunch by the Captain, Cdr. Chris Robinson.

Rescue crews commended

Crews of two Sea King helicopters of 737 Naval Air Squadron have been commended by the Flag Officer Naval Air Command for their part in the rescue of survivors from the MV Armas aground off the Channel Islands last November.

The men, who displayed "marked courage and aviation skill" are Lieut.-Cdr. J. M. Neville-Rolfe, Lieut. P. J. Arthur R.A.N., Lieut. R. J. Snook and Lieut. D. S. Baudains (Sea King 661) and Lieut. M. S. Burnett, Lieut. D. S. Douglas, Lieut. J. B. Harvey and PO A. H. Ward (Sea King 666).

'QUAKE BOY THANKS DIOMEDE — 43 YEARS LATER

Civil engineer Mr. David McGregor, a lieutenant-commander in the Royal Naval Reserve, went back on board H.M.S. Diomedé shortly after her rededication at Chatham . . . to say thanks.

Mr. McGregor, now 52, was a schoolboy in Napier, New Zealand, when the town was almost levelled by an earthquake in 1931. He and other children were looked after by the old light cruiser Diomedé, which sailed from Auckland to help in the disaster area.

He eventually joined the Royal Navy himself — as a signaller, in 1942. Having spent most of his working life overseas, he called on the frigate, which has the bell of the old cruiser, at Chatham naval base during one of his visits home to Britain.

FAR EAST

About 500 guests of the ship's company attended the rededication on June 21 of the Diomedé, in the dockyard for a refit since last October. Flag Officer Medway (Rear Admiral Stephen Berthon) took the salute and a guard was provided by the Royal Marines detachment.

The Diomedé cake, containing half a bottle of rum and made in two weeks by PO Ck Adrian Herron, was cut by Mrs. Judy Barrow, wife of the commanding officer (Captain Michael Barrow), assisted by the youngest rating, 16-year-old Andy Davis.

The frigate is the first Royal Navy ship to have her boiler installation converted to "steam atomization" — the simultaneous injection of fuel and steam into the furnace boilers for improved efficiency, boiler output control and reduction in maintenance.

After sea trials and Portland work-up, the Diomedé will be deployed to the Far East in the autumn.

Memories . . .

More memories — in verse, this time — of the previous H.M.S. Diomedé come from the Rev. Alan F. Hamilton (82), who served in the light cruiser in the early 1920s:

She has long since passed to breakers
She has won eternal rest.
And, of all the ships I've served in,
I loved her far the best.
A long, low, lithe, light cruiser,
Well armed and built for speed,
A greyhound of the ocean,
Our dear old Diomedé.

I remember, Oh, so clearly,
Though it's fifty years or more
Since I joined her out in China
Way back in twenty-four.
I see her still, and plainly,
That evening, as she lay,
A stern of sister Durban
Off shore at Wei-hai-Wei.

H.M.S. DIOMEDE 1922-1946 "Fortibus Feroces Frangenter"

Her two grey funnels gleaming,
Her polished brasswork bright,
The setting sun a-shining
On her hull of dazzling white.

She was smart, efficient, happy,
As all good ships should be.
She liked a spell in harbour,
But she loved the open sea.
At regatta time the flagship,
Though favourite, got a shock,
For 'twasn't she, but Diomedé
Who won the silver cock.

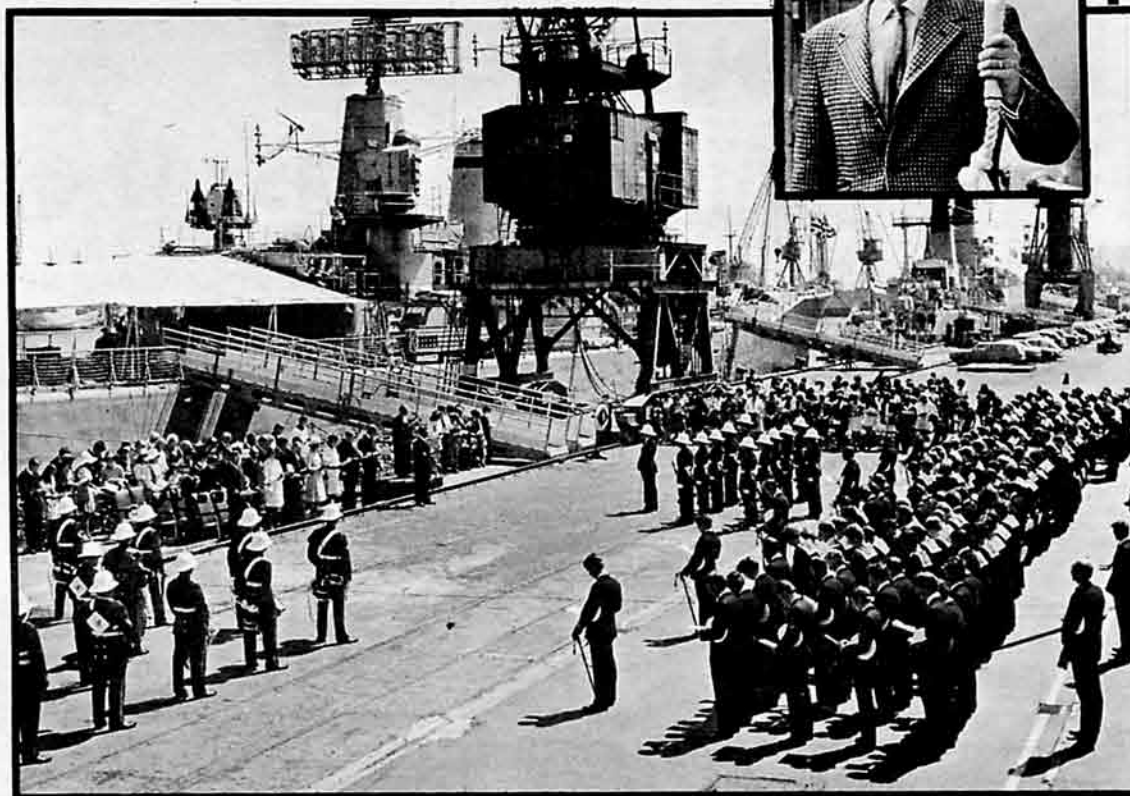
When anti-foreign feeling
Sparked off a major row,
The cruisers all went dashing
Twixt Canton and Hankow.
When harassed consuls signalled
The danger they were in,
We Diomedes went steaming
Up the Yangtze to Nankin.

When Hitler's war was raging
Again she nobly served.
She's gone to her Valhalla
To the rest she's so deserved.
But she's got a modern namesake
Who, whatever Britain's need,
Still follows in the footsteps
Of a bygone Diomedé.

Right: Mr. David McGregor with the old light cruiser's bell, now on board the present ship of the name.

Below: The rededication service alongside H.M.S. Diomedé.

Pictures: Les Warr.



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Six Months.
Nine Months.
Twelve Months.
- **Having completed**
Six Years.
Nine Years.
Twenty-two Years.
More than.....
- **I am/am not an**
Ex-Apprentice.

- **My hobbies include**
Hi Fi – DIY – Karting – Energetic Sports – Sedentary Pastimes – Arts – Crafts and
- **I am**
Single – Approaching Marriage – Married – Separated – Divorced.
- **If Married,**
I live in a married quarter or hiring.
I rent a property.
I am buying a property.
- **My qualifications are**
Degree – HND – HNC – OND – ONC – City & Guilds – Service – Non-existent.
- **Keeping my options open and in the broadest possible terms, I see myself as:**
Engineer – Technician – Storeman – Clerk – something else, such as

My name and initials are

My age is

My address is

Date

Signed

Complete the questionnaire by ticking what applies to you and crossing out what does not – then post it to an ex-Serviceman who understands your problems:—



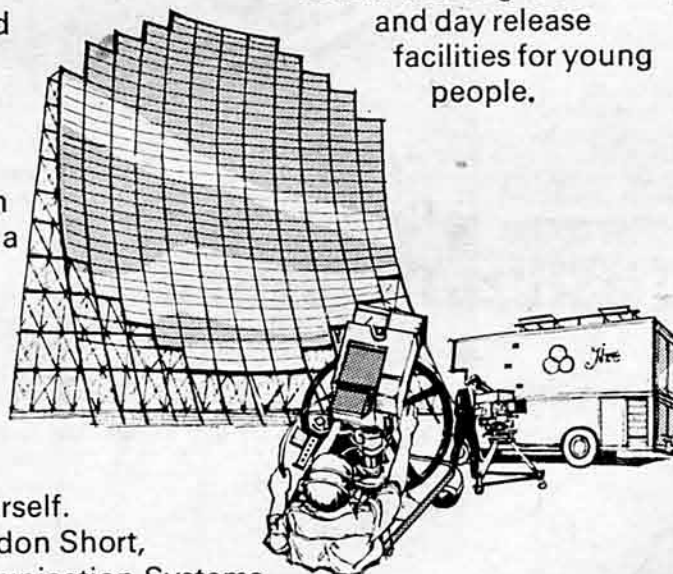
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DRIVE NAVY

Seven recruits from Kelly Squadron, H.M.S. Mercury, raised more than £100 by a sponsored walk early last year, the money being used to buy a Lord Snowdon Chairmobile for children of the Cerebral Palsy Unit, Cosham, Portsmouth.

At the presentation ceremony "L" plates were fixed to the chair and a promise given that a visit would be made this year to see how well they could drive. Provided the driving was up to "MOT standard," the "L" plates would be removed.

This summer six new entries, JROs Paul Church, David Grundy, and James Rowantree and R03s Graham Morrison, William Carruthers and Martin Wilkinson — together with their instructor RS John Lawler and divisional officer, Lieut John Wingett — visited the unit to fulfil the promise.

Two of the youngsters, Christopher Harris and the aptly-named L. (Lee) Driver, soon showed how proficient they were.

Each was awarded a "Chairmobile Licence," and the unit was presented with a ship's badge and framed Certificate of Competence signed by the captain of H.M.S. Mercury (Capt. R. L. Morgan).

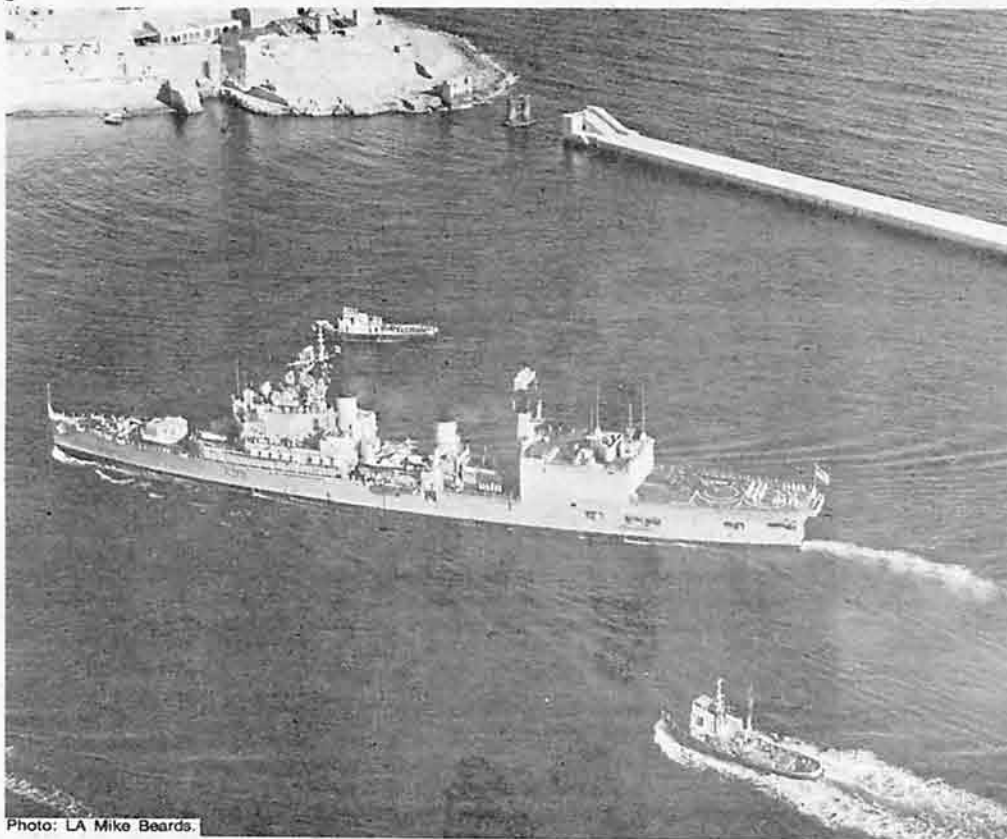


Photo: LA Mike Beards.

Lightning trip...

In the Mediterranean sun the helicopter cruiser H.M.S. Blake arrives at Malta for a four-day visit. Earlier she had called at Gibraltar, where she was challenged by H.M.S. Bristol to a 250-man tug-of-war. Everyone dressed up for the occasion and the Blake men marched round to do battle to the drums of the ship's band and even produced a set of cheer leaders.

Finally the teams got down to the hard work amid much bantering and on the first pull the rope broke, leaving everyone on the ground! All went smoothly however with a new rope. The Blake won the first pull, but the Bristol men really showed their strength and went on to win by two pulls to one.

While the Blake was a Gib, she was visited by a group of M.P.s who witnessed aspects of the ship's operational functions, including firings of the guns and missiles and a flying display by 820 Squadron Seakings. H.M. submarine Porpoise also took part.

Later, after the Blake had sailed from Malta, Rear-Admiral H. C. Leach (Flag Officer First Flotilla) made his first "faster than sound" flight to experience what it is like to be at the other end of a shipping strike.

In an R.A.F. Lightning of No. 111 Squadron, he listened to controllers in his flagship Blake as they "homed in" two other Lightnings to intercept his aircraft as it made a simulated low-level attack at high speed.

Rear-Admiral Leach — his promotion to vice-admiral dated from a few days later — then "took command" and flew the plane for most of the 75-mile return trip to Malta.

Dartmoor trek for the

ale and hearty!

Finishing an 18-mile "sole destroying" race on Dartmoor — aptly titled the Three Ales race because of the number of checkpoints at local inns — is the winning team from H.M.S. Drake, led by Sub-Lieut. Alan Grant.

Nine Service teams took part in this Plymouth Command adventure training event, which tested stamina, endurance, map reading — and the capacity to drink pints of ale.

Sub-Lieut. Grant is on the left of the picture and with him are Lieut. Roy Stanley, Lieut. Phil Greenwood and Lieut. Mike Beaumont.

Cdr. C. A. F. Buchanan, commanding officer of H.M.S. Courageous, presented the trophy. The event, which began as an inter-part competition in H.M.S. Bulwark, was previously won by the Courageous.



Second career

Men of faith and enthusiasm, seeking a second career after Royal Navy service, may be interested in the vacancies which occur in the staff of the Fishermen's Mission, located in ports around our coast.

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NEWSVIEW

A navy fit for 'peace'?

"Thank God for the Royal Navy" was the cry which echoed along Cyprus beaches as warships nosed in, preparatory to lifting hundreds of frightened people from the perils of the war-torn island.

Perhaps without realizing it, they were offering gratitude to a special part of the Service, and stirring a controversial fire in which the embers continue to glow.

Not so long ago, thousands hit by the Pakistan flood disaster also had good cause to be thankful as a Navy "flat top" brought aid on a scale which would have been impossible in any other way.

GROWING VIOLENCE

And where next? Who can say in this world of growing violence that new Dunkirks do not await us? Nobody attempts to deny that for war, warlike peace, or natural disaster, the presence off shore of a floating airfield is a capability without equivalent, but in defence terms we are assured that the carrier-type of warship is an extravagance we cannot afford.

There may be truth in the allegation that the Navy had itself to blame for pricing itself out of the carrier market, and undoubtedly the present economic situation is not the best climate for considering gold-plated military machines.

Surely, however, one lesson of "peace" is that an essential of our Forces strength is the capability, at the drop of a hat, to move supplies and people by the thousand?

FUTURE DOUBTS

Must the cost be so out of range? A "Woolworth" flat top might not be the last word in modern fighting sophistication, but it would still have plucked the Cyprus Britons to safety, as well as possessing a defence usefulness.

Waving the flags and blessing the boys in blue would be much more heartening if it brought a greater grasp of the unease which the Cyprus evacuation can only heighten — that the Navy's future strength gives cause for deep concern.

The case to be argued applies as much to "peace" as to war.

Could gratuities end 'drain'?

"Can't we get rid of Premature Voluntary Release?" is the main theme of a letter to Navy News from LMEM A. W. Jones, serving in H.M.S. Llandaff, and his call would find a heartfelt echo behind all those imposing varnished doors in the Ministry of Defence Navy Department.

Problems bearing directly and indirectly on PVR provide an endless belt of discussion as efforts are made to stop the flow of manpower down the plughole — a loss which tends to leave the bathwater less acceptable for those remaining, and speeds up the flow.

There is so much going on all the time "up at the MOD" that Navy News finds no less difficulty than anyone else in trying to keep track.

Whenever something sparks off questions (like a reader's letter) there is a revived awareness of the extensive and continuing efforts to improve the sailor's lot.

It is a slow process, requiring tri-Service accord, and frequently entangled in the Treasury's financial hurdles.

It may be difficult for the Navy to regard their gold-braided top brass as shop stewards, but in seeking a better working and domestic life for the sailor, they are as much negotiators as administrators.

Getting back to LMEM Jones's letter, he said: "In the last half decade or so I have noticed the Drafting people's problems with naval personnel who wish to leave the Service by PVR, thus causing unknown disruption in the lives of men staying on, who have little idea of the shore time they will get after a commission in a sea-going ship."

Strong resolve

Pausing there, let it be said loud and clear that while as a general principle the Navy would welcome circumstances in which they could quickly release any man who had become disenchanted with the life, there is an even stronger resolve that departures should not be allowed to mess up the plans of those who elect to remain.

(And how welcome it is to hear from people who understand the problem, and particularly the dilemma of the requirement to be fair to the man who stays, as well as giving consideration to the man who wants to go.)

LMEM Jones went on to suggest "that a gratuity be given to men who serve their full nine years, the money to be available through a levy on every man's pay."

"This I think would open many a man's eye, and lead him to withdrawing his application for PVR and finishing his time — making the Service life better for everyone."

NAVY DILEMMA OVER PVR MEN

The letter also suggested increasing gratuities for service beyond nine years.

This section of the letter focuses attention on the whole engagement structure, which many believe would benefit from being torn up and started off afresh.

Absorbing the introduction of the notice engagements and new breakpoints has already involved major readjustments, but changes to the new also involve safeguards for the old, thus creating growing complexity.

In some respects the present engagement structure has the untidiness of too many legacies of the past, and much thought is being devoted to a more streamlined system.

The gold at the end of the rainbow would, of course, be the elimination of the need for PVR.

At the present time the Navy has two streams — the men on short service who are not certain of full commitment, and the career men who have made their decision.

The "notice engagement" men can transfer to long service, gaining the extra pay and some bonus.

If it were possible to devise a scheme for a career man to transfer to the "notice side," then the necessity for PVR would largely disappear.

But what about the committal money which has been drawn under a contract which the man has cancelled? There's the rub. You can't take it back from him (and is it right that he should go on drawing it when he has slapped in to leave?). Another question must be: What sort of numbers would be involved in two-way transfers?

The pressures

As LMEM Jones has mentioned, the solution may lie in bonuses paid to men on the basis of the time contributed to the Service, but all will understand that every suggested remedy has a maze of associated problems.

It is unfortunate that the Navy Administration's will to reform is hampered by the pressures of manpower shortage.

A great deal of space has been used to answer this sailor's letter, but it is important as an indication of the behind-the-scenes activity.

In this field of Service conditions, EVERYTHING is being looked at.

A THREE-BADGE AB



Maybe "getting out" wasn't so easy in his young days — or perhaps George Hobbs was content with his lot. Anyway, here he is at 49, a "three-badge AB" rarity in the Service, receiving a Bar to his Long Service Medal

from the Flag Officer Medway (Rear Admiral Stephen Berthon). George is serving in H.M.S. Bacchante, and has spent 32 years in uniform.

Picture: Les Warr

Sleepy city —bang, bang!



Against the misty skyline of Downtown Manhattan, the Royal Marine Band provides the music as H.M.S. Hermes arrives in New York.

Twenty-one and 15-gun salutes woke up half the population of New York when the commando carrier H.M.S. Hermes arrived for a five-day visit in July and berthed in the Hudson River.

Misty weather on arrival gave way to sunshine and on Independence Day, July 4, more than 3,000 people queued in sweltering heat to board the carrier.

New York Police assisted in the security precautions on "open to visitors" day.

There was great hospitality for the sailors, who also enjoyed sport and sightseeing and found shop prices not too exorbitant — the visit coincided with the July sales.

Visitors to the ship included stars of Broadway stage productions, Lynn Redgrave, Jim Dale and George Rose, who were involved in making a draw for a Mini-car.

Another guest was Lynn Smith, from Kingswood, Bris-

tol, who was visiting New York as part of her prize for gaining the title Miss Avon County.

On board was the Royal Marine Band from H.M.S. Ark Royal who impressed with their performances, including open-air music in Rockefeller Plaza.

With the ship, too, were members of 41 Commando R.M. — as is now realised by a couple of New York "muggers." On a street in Downtown Manhattan one night the couple selected as a likely victim a visitor who proved to be a healthy young British Commando! In fact, the "muggers" were quite floored by the occasion.

41 Commando had been taken from Malta to New Brunswick, where they were landed for exercises while the Hermes herself exercised off the East coast of the United States. The Marines rejoined the Hermes for the New York visit and later were being taken back to the Mediterranean.

SCYLLA IN THE WAKE OF COOK

At a stone memorial which records the act of Capt. James Cook taking possession in the name of King George III of the Eastern coast of Australia in 1770, members of the ship's company of H.M.S. Scylla re-enacted the ceremony.

Like Cook's ship the Endeavour, the Scylla had sailed from Plymouth and, although she did not follow the same route, she crossed it at two of his famous landfalls — Gisborne (Poverty Bay) in New Zealand and Sydney (near Botany Bay) in Australia.

For the Scylla's re-enactment ceremony the ship's whaler, under the helmsmanship of Lieut-Cdr Ted Seath, landed Capt. O. P. Sutton, Lieut-Cdr Mike Woodward, AB Robert Dyer, AB Byron James, OS Kevin Batten and Aircrewman Kevin Best at Possession Island.

Scroll read

The ceremony began with the commanding officer reading a scroll, which was then put in a bottle at the foot of the memorial. Three volleys of "musket shot" (actually SLR were used) were fired, using full ceremonial drill. From the saluting guns on the flight deck — the ship being anchored five cables off shore

— the volleys were answered.

After the ceremony the landing party carried out a little exploration — somewhat modest by Cook's standard.

Earlier, when the ship visited New Zealand hitchhikers Aircrewman Kevin Best, LS Chris Tooley and LS Vincent Bedford followed a criss-cross route on South Island which took them near the

derelict shanty towns of gold mining days.

Fortunes took an upward swing at Palmerston North, where a pilot offered to fly them to Rotorua, centre of the country's thermal district. In all, the hitchhikers travelled 800 miles in six days.

When the Scylla visited Sydney, one of the visitors was Jock Dunstan, who

served as an SBA in the modified Dido-class cruiser Scylla in the last war and was one of her bagpipers.

Accompanied by his wife Joan — they emigrated from Britain in 1957 — he went on board the frigate and presented an album of photographs of wartime operations, distinguished visitors and men working in the ship.

Ceremony at Possession Island by H.M.S. Scylla in honour of Capt. Cook.



Princess Anne has been appointed Chief Commandant of the Women's Royal Naval Service, it was announced from Buckingham Palace.

The post has been vacant since the death in 1968 of Princess Marina, who had held it for 28 years.

Princess Anne's uniform will

W.R.N.S. Chief
Commandant

carry one broad and one narrow pale blue ring on the sleeve. (Commandant M. I. Talbot, Director of the W.R.N.S., wears one broad ring).

'NEW LOOK' NAVY

Two of the Royal Navy's new warship types meet at sea for the first time.

H.M.S. Sheffield, first of the Type 42 guided missile destroyers, and H.M.S. Amazon (nearest camera), first of the new Type 21 frigates, were pictured from a Sea King of 819 Squadron (based at Prestwick) south of the Isle of Arran.

The Sheffield was on builder's acceptance trials, and the Amazon working-up in preparation for service with the Fleet.



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To hear of FOST and his Sea Riders descending upon a ship arouses thoughts of hawk eyes peering over black cloaks against a background of thunderous music, but the reality is far removed from such excursions into the imagination.

The advent of the Sea Riders in a ship's work-up at Portland — the domain of the Flag Officer Sea Training — is a well-ordered demonstration of the professionalism which maintains the Royal Navy's position in the forefront of maritime forces.

The present organization (matched by only one other in the world — in the United States) had its beginnings with an officer who became a legend in the Second World War as "The Terror of Tober-

mory." Vice-Admiral Sir Gilbert Stephenson was faced with the task of turning civilians and reservists into instant sailors — on a fortnight's course!

His spirit lives on at Portland. Before a ship is handed over by the builders, or emerges from a dockyard refit, the commanding officer and his team spend time at H.M.S. Dryad, where they fight simulated battles and face every crisis which a machine can devise for them.

Wealth of talent

Later, work continues on board to knit together the new ship's company in practical conditions, and eventually the next hurdle draws nigh — the work-up at Portland.

Before a ship arrives, the captain will

have received numerous sheets of paper containing columns of "tick boxes," and with the aid of these check documents he can not only size up his own outfit, but be thoroughly in the picture on work-up procedure.

In the six weeks or so of his stay, he will have a wealth of talent at his disposal, with experts to advise and guide in every department of the ship.

"Even the galley," one might venture to ask. "Surely naval catering is now pretty well standardized?"

The firm reply is: "Especially in the galley. Men cannot work properly unless they are fed properly, and great variations can still exist."

And so the ship goes through its paces. The gunners get the chance to shoot, and all the weaponry and gadgetry of

modern electronic warfare is brought into action against "enemy aircraft, submarines, and surface craft."

Smoke bombs erupt and men face emergencies of damage control in gloom or darkness, improving on that discipline and efficiency which must become second nature should they ever have to tackle a real thing.

Team spirit

Engine-room, sick bay, communications, the supply organization... everything from truck to keel is painstakingly considered, to see where the naval experts can offer their words of wisdom.

The set programme includes a ceremonial entry into harbour, "riots" ashore, visiting "potentates," cocktail parties, a whole commission of experience compressed into a brief spell.

PORTLAND

Where the war ever



Action!

Below: Hit by a typhoon? The calm of the surrounding sea and that tiny craft shooting off in the top left give the clues to the happening in this dramatic-looking picture. As part of the work-up programme the Leander frigate was under simulated chemical attack from a fast "midget" craft.



Below: Anti-submarine tactics form a vital part of the Leander frigate's role, and Portland work-up against an "enemy" below water gives the chance to test efficiency and reaction. This shot of mortars firing has all the atmosphere of war tension.

Busy

Most of the work-up at Portland is devoted to frigates, but the Flag Officer Sea Training and his staff also give limited assistance to guided-missile destroyers, cruisers, and assault ships.

The ice patrol ship and survey vessels all do their Portland stint, as well as Royal Fleet Auxiliaries.

A third of Portland's capacity is devoted to warships of foreign navies, including Germany, Holland, Thailand, Nigeria, Iran, Kenya, Libya, and Ghana.

FOST's sea area is perhaps the busiest in a naval sense of anywhere around our coasts, with as many as two dozen or more ships operating at one time.



● Above: Not one of those little green men from outer space. His ship has been under "chemical attack," and the external monitor is leaving the citadel to make safety checks.

● Right: Boarding parties just like the real thing — and they need to be. Gun running, drug searches, the occasional mutiny, or a murdering maniac on the rampage are the kind of problems which the Royal Navy has to cope with on the high seas.

● Below: Action stations! The anti-flash hoods add drama to the scene on the bridge during one of the more exciting moments of work-up at Portland. Even pictures can form part of training, for the expert will be quick to spot incorrect wearing of the hoods.



into the finale comes with the inspection by the Flag Officer himself and his Sea Riders, forming a band of about 30 specialists distributed round all departments while the ship performs its required exercises. From their notes will be compiled a fairly massive volume called the No. 1 Report, to show what all the sweat has produced, and perhaps where a little more perspiration could usefully flow. FOST's men would sum up the aim in these words:

"To bring together the individual talents in a ship, improve and extend them by practical work, formulate the team spirit which is so vital, and finally to hand over to the Commander-in-Chief Fleet a fully operation unit capable of undertaking any task demanded of her."

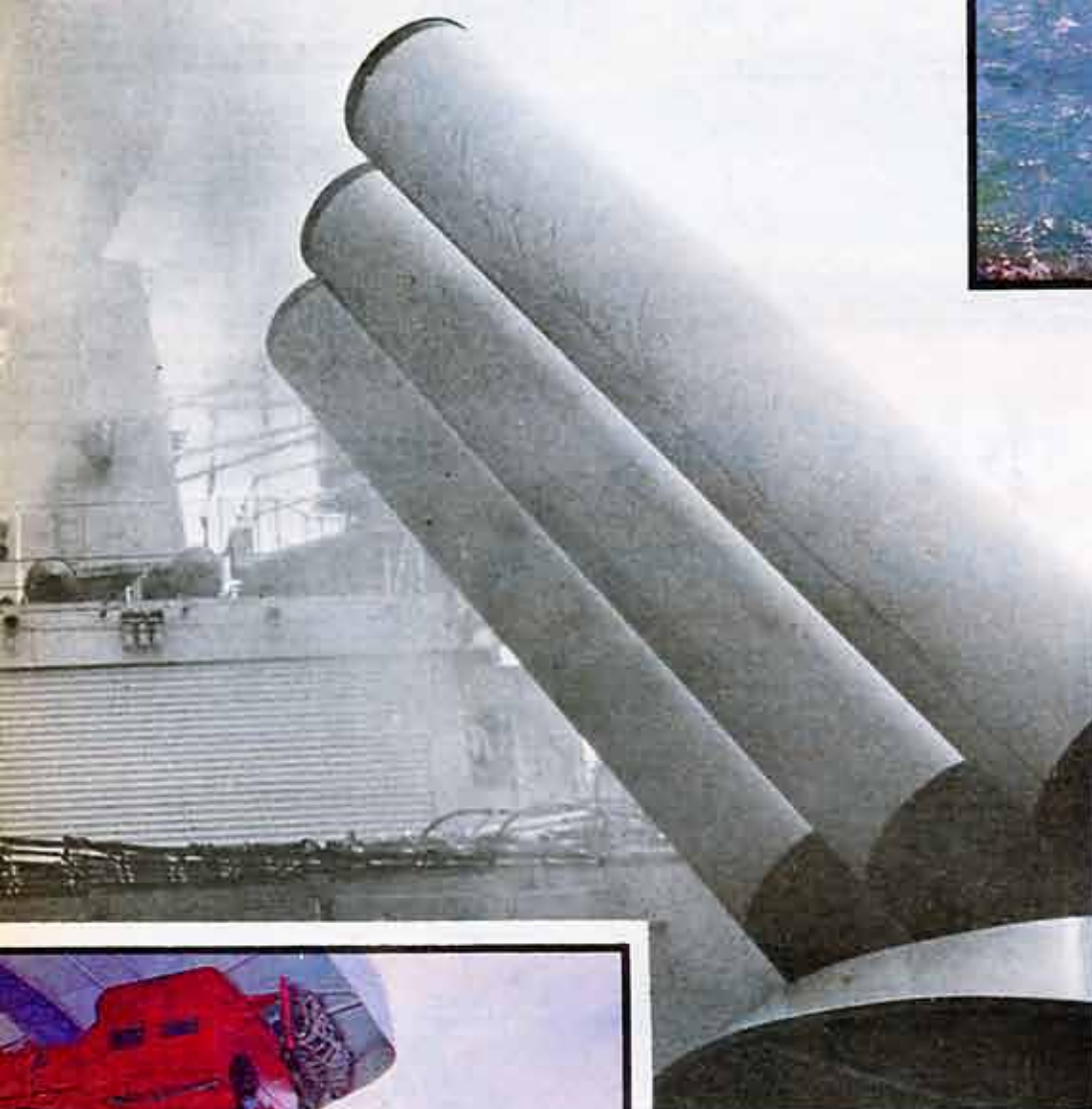
The intense co-operative effort gets the whole ship off to a sound start — the "O" levels, it might be said, with the "A" levels still to come after the exercises and Fleet activities which follow.

High key

A Portland work-up means, for ships and Sea Riders alike, long hours which often spread into the beginnings of another day. There is a bit of fun here and there, such as the break from normal routine in dealing with "civil disturbance," but the general pattern is high key and concentration.

The real satisfaction and reward comes afterwards when the ship sails away — licking a few wounds, but a much better fighting unit after the confidence-building Portland tussle.

here's a ry week



● Compared with the Second World War efforts, refuelling at sea is now a highly-efficient operation, with the expertise being constantly put to the test in all kinds of weather conditions. In this work-up shot the R.F.A. Gold Rover is refuelling one frigate abeam and another astern.

The Sea Riders

● Right: Air support and its part in Portland work-up is a story in itself (for the telling another day), but the feature would look incomplete without a chopper around. This is SOOTAX (staff officers' taxi service!) provided by 771 Squadron. Only the title is rather facetious, for the squadron plays an important role in the movement of FOST's Sea Riders.

● Below: You can't get more realism than this. The ship's company of H.M.S. Glasserton had to pull out all the stops when invited to cope with a full-scale FOST disaster exercise. The exercise, designed on a scale to extend frigates, was a terrific challenge to the 33 officers and men of the mine countermeasures vessel, but by 1700 the barricades were down, the fires out (incidentally a "Fairy Queen" will extinguish a major oil fire!), the street lights were on, the villagers had been fed, and the wounded cared for.



NEW ON THE BOOKSHELF

THE ICE-CREAM FLEET!

In the fourth year of the Second World War, with life in Britain reduced to the barest minimum of food and clothing (two ounces of butter a week!) Royal Navy crews taking over some new ships were astonished to find ice-cream machines, laundries, and bunks for all.

The vessels were United States-built destroyer escorts, the building programme of which represented a remarkable effort by the American shipbuilders and Navy. By the weight of their numbers alone, the DEs had a marked effect on the war at sea, both in the Atlantic and the Pacific.

More than 1,000 were ordered, and 550 completed, with 78 coming to the Royal Navy to be known as the Captain-class frigates. They were named after well-known captains of the Royal Navy in Nelson's day.

The Allied Forces against Hitler could have been defeated for all manner of reasons — not the least had they failed to produce warships in the numbers required to defend our sea routes. The success of the DE concept was a significant part of the winning hand, and one which has

perhaps received less than its due recognition.

Peter Elliott has assembled the facts in "American Destroyer Escorts of World War 2," published by Almark Publications in a soft-back issue at £1.50. The book is attractively produced with a glossy cover, and is packed with technical information, pictures, and profile drawings.



A destroyer escort in her element — H.M.S. Grindall, pictured in the North Atlantic in 1944, with forefoot just lifting clear of the water. The ship was fitted with extra depth charge racks, crow's-nest, and two R.N. direction-finding aerials. She was returned to the U.S. Navy in August, 1945.

Heritage of the Sea

There are times when Britain may seem to have little in the way of memorials to centuries of maritime achievement, but the picture is not quite as black as painted.

"Look at what the Americans and Japanese have," it is often said, but writer Peter C. Smith has been looking at our own possessions, and turning his records into an attractive book, "Heritage of the Sea," published by Balfour (price £3).

From Norfolk wherries and Thames barges to the cruiser H.M.S. Belfast, our monuments of preservation have many missing links, but the surviving chain has the country's affection.

Mr. Smith's book is praiseworthy in itself, but the hope is also that it may inspire greater support and sympathy for the new preservation efforts now taking place.

The battleship Vanguard has gone for ever, but the Cavalier can be saved. Surely the nation as a whole can also spare the funds to bring up the Mary Rose from the mud of Spithead? Many would regard that as the most thrilling prospect of all.

'Fine ships' for the French

Looking rather like a piece of trick photography, the six-funnel warship was no illusion in an earlier French Navy. The example pictured below is the armoured cruiser Ernest Renan, as she was in 1914.

The latest of the Ian Allan series, "French Warships of World War I" (price £3.75) is by Jean Labayle-Couhat, who besides producing absorbing facts for the ship-lover has also taken the opportunity to set history to rights.

"The French warships prior to World War I," he says, "with their numerous funnels and complicated shapes, were at the time held up to ridicule, yet they were fine ships and splendid gun-platforms, with brave sailors aboard."

"French naval activity, little known or totally ignored in British accounts, was very important."

"The French Navy took a great and significant part in the Adriatic, Dardanelles, and Near East operations, as in anti-submarine warfare, and the protection of sea routes."

Whatever the verdict of history, at this distance in time the reader could well be more fascinated by the story and technical detail of an unusual navy. He will not be disappointed in this complete and well-illustrated account.

NEW ON THE BATTLE FRONT

Current activities and weapon systems of the armed forces are featured in "Battle," a magazine published by the Ian Allan Group (40p monthly), but the interest is broadened by a variety of features which include peeps into the past and historic war epics.

BOATS BENEATH THE SURFACE

At 60p a time, it would be hard to better the value-for-money attraction of "The First Submarines," by Anthony Preston and John Batchelor, published by Phoebus.

The magazine-type book has generous illustration, much of it in quality colour, and describes the development of the submarine from 1578 to 1919.

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David Brown

In the Pacific and Indian Oceans during the first fifteen months of World War II the United States Navy and the Imperial Japanese Navy engaged in the most evenly matched carrier versus carrier battles in history.

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Jean Labayle Couhat

French warships, despite their numerous funnels and complicated shapes, were fine ships and splendid gun-platforms, with brave sailors aboard. They played a vital part in operations, especially at the Dardanelles and against German U-boats at the peak of submarine activity. Many and often rare pictures enhance a detailed account of the warships, auxiliary ships and patrol boats that were built, bought or requisitioned during this period and of the gunnery and other equipment they carried.

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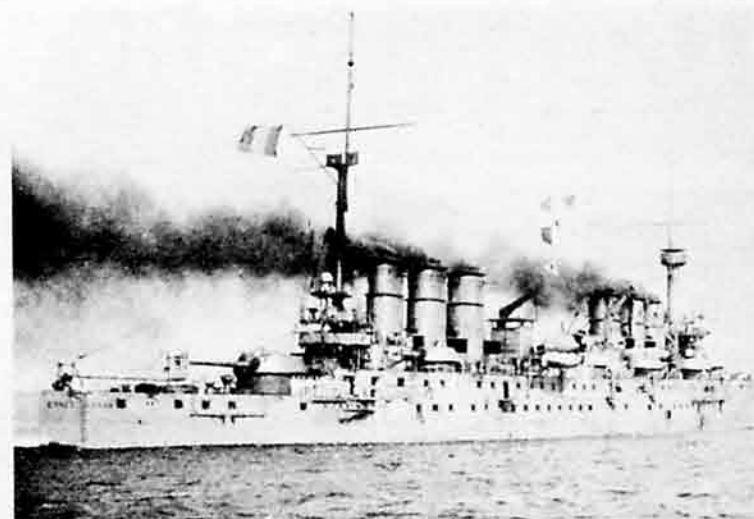
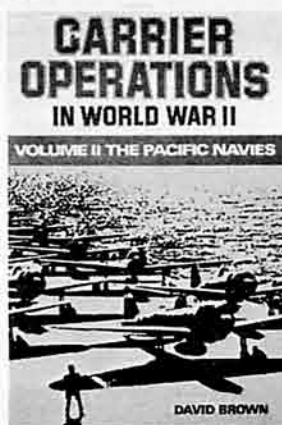
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OPERATION NEPTUNE

'The greatest invasion of all time'

Well timed for the 30th anniversary of the D-Day landings, Ian Allan's "Sea Battles in Close-up" series has a new addition, "Operation Neptune" (price £2.60).

Author is Vice-Admiral B. B. Schofield, who witnessed at first hand the events leading to the greatest invasion of all time, being then the captain of H.M.S. Dryad, the shore establishment which housed Supreme Allied Headquarters.

Operation Neptune was the codeword for the naval side of

Two for armchair sailors . . .

To some extent, every boating man is a bit of a dreamer, allowing his thoughts to roam on places afar, designs yet unbuilt — or simply the problem of getting a 14in. loo into a 12in. space.

Two books in this month's batch are recommended for the armchair moments.

"Small Boats," by Philip C. Bolger (price £6.40) offers 31 different types of plans, with the lively addition of anecdote and humour.

"The Mariner's Catalog," at £2.50, might well be picked up with little enthusiasm, but is likely to be perused with curiosity and closed with reluctance.

Both are American books, available in the U.K. from Patrick Stephens, Ltd.

the "Overlord" plan for the invasion of Europe, covering a multitude of tasks under the direction of Admiral Sir Bertram Ramsay. He did not live to see the culmination of the great enterprise, being killed in an air crash on January 2 of the following year.

Some idea of the vastness of the planning required may be judged from the size of the forces under Admiral Ramsay. In all, he had a total of 1,213 warships, with a battleship and 40 minesweepers in reserve.

TRIBUTE

The figures give point to another tribute paid by the author — to Admiral of the Fleet Sir George Creasy, who as Chief of Staff to Admiral Ramsay, "bore the heavy burden of drafting the orders for Operation Neptune . . . and throughout the long weeks of preparation he never spared himself."

PROFILE OF DE RUYTER

Latest in the "Warship Profiles" is No. 40, featuring the De Ruyter, largest unit in the Netherlands Navy before the Second World War, and lost in the Battle of the Java Sea against the Japanese. The cruiser was flagship of the combined force.

The profiles are available from Profile Publications Ltd., and are now priced at 70p.

On board H.M.S. Achilles in Devonport dockyard a cup, certificates, and medals were presented by Rear-Admiral F. W. Hearn, Chief Naval Supply and Secretariat Officer, to the Achilles galley team.

The frigate had been placed first in the contest for ships' company galleys in the 1974 Fleet Cookery Competition, gaining the handsome challenge cup. The cookery and catering department, including the baking section, also did well in the Aggregate Cup — which includes wardroom and general mess galleys — being placed second. Winner of this competition was H.M.S. Ark Royal.

Previously, Rear-Admiral Hearn had presented the cup for the Fleet bakery competition to H.M.S. Bulwark.

Included in this picture of successful teams are: Achilles, PO Ck David Logan, PO Ck Charles Gilpin, LCK. McKinnon, Ck. D. price, Ck. C. Brack, Ck. R. Baker, Ck. D.

W. Beesley, and Ck. C. McLean. Bulwark, CPO Ck George Nelson, Ck. Christopher Deacon, Ck. Thomas Cully, and Ck. Robert Holmes.

Officers pictured are Rear-Admiral Hearn, Cdr. J. B. Kerr (commanding officer,

Achilles), Cdr. P. T. Sheehan (supply officer, Bulwark), Lieut.-Cdr. J. W. Hickman (supply officer, Achilles), and Cdr. A. D. Willcox (Fleet cookery officer).

Photo: PO Dennis Turner



Odin relaxes in Tasmania

H.M.S. submarine Odin, currently serving with the First Australian Submarine Squadron based at Sydney, enjoyed a successful visit to Hobart, Tasmania.

During two days when the sub was open to visitors more than 1,000 were shown through, while a team of sailors took gifts to the children's ward of the Royal Hobart Hospital.

A party went to the races at Brighton, where trotter events provided plenty of entertainment and, surprisingly, the bookies came off worst. At a local casino, however, luck was not so

favourable.

Various groups, with newly-made friends, went inland to the National Park and other localities, with enormous barbecues provided by the hotels. Many historic sites on the island were visited, most of them associated with the penal compounds and jails used to house convicts deported there in the past.

The facilities of the Claremont Golf Club were enjoyed and an enthusiastic soccer game played with the Kingborough Club, whom the sailors eventually lost, defeated by the fitness of the opposition and the effects of local beer.

RN, Army, RAF communications

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bilities are: to provide the operational know-how for specifications of systems and, when the system has been agreed, to write the handbook which will tell supervisors and operators how to operate the system; to create operational tests to prove system facilities; to take the system to site and, in conjunction with programmers and engineers, set it to work; to demonstrate system performance and then train customers' operating personnel. Each project you will see through from beginning to end.

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NAVY NEWS DIARY

LISBON'S 'WREN DEN'

* KATHY
* CASHES
* IN



"He went that-away!" say these girls, as they point down the Tagus River, from the spot where Portuguese navigator Vasco de Gama set sail in 1498 to discover the sea route to India around the Cape of Good Hope. Behind them is Discoverer's Monument, with Salazar Bridge in the distance. The bridge crosses the Tagus near Lisbon, where the girls — all members of the Women's Royal Naval Service — are assigned to the headquarters of the Commander Iberian Atlantic Area.

Four have administrative jobs at the headquarters and one works in the meteorological section. Left to right in this picture by PO(A) Fred Jones, they are: Leading Wren Anne Wilson, Wren (Met) Mary Robertson, PO Wren Janet Ferdinand, PO Wren Jane Wilson and Leading Wren Pauline Bearpark.

Because there are no living facilities available at the Iberlant complex the Wrens have rented a house — affectionately known as "The Wren Den" — in Estoril, a popular holiday resort near Lisbon.

No wonder they look so happy!



Leading Wren Katherine Ranells works in the Meteorological and Oceanographic Centre at the headquarters of the Commander-in-Chief Fleet, Northwood, so when she took part in the television programme "The Sky's the Limit" her choice of subject was not really surprising — meteorology.

And 20-year-old Katherine, who is pictured above with quiz master Hughie Green, certainly knows her stuff. She won £100.

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NW

PROTECTION

Iberlant is the newest North Atlantic Treaty Organization command. Its area includes some 600,000 square miles of ocean, from the Tropic of Cancer to Portugal's northern border, and extending 500 miles into the Atlantic from the Portuguese coast.

The principal mission of Iberlant is the control and protection of shipping in the area, which includes the western approaches to the Strait of Gibraltar. Since July 1972 the commander has been Rear-Admiral Robert B. Erly, U.S. Navy.

A FRIEND IN NEED . . .

A dramatic under-water rescue in Portsmouth Naval Base ended with a surprise reunion for a member of the R.N. clearance diving team which was called from H.M.S. Vernon.

After helping to release a civilian diver trapped in mud under a two-ton block of masonry, CPO Nick Carter cut away the man's suit — and recognized his old friend and former diving instructor, Mr. Jock Cullen.

They have their customers over a barrel

The cannon on the bar in the Trident Club for junior ratings at H.M.S. Neptune, Faslane, is not designed to repel boarders. In fact, it's more likely to attract admiration from customers!

Correct in every detail, the miniature cannon was made for the club by the Dame Catherine Scott Centre for handicapped adults, in Newcastle.

For the past two-and-a-half years the Trident Club has taken a keen interest in the centre and several club members have made the trip to Newcastle. On one notable occasion they took some Newcastle United players along with them to the centre.

Pictured below admiring the cannon, with two members of the Trident Club committee, are three of Faslane's Wrens — from the left, Wren Lesley Hutchinson, Leading Wren Anne Luke, and Wren Linda Peacock.



A RED (BY CONFUSION) INFILTRATOR AT NORTHWOOD

The arrival, by night, of a foreign visitor who slipped over the tall fence around the top secret NATO base at Northwood started rumours of a Red infiltrator in the Headquarters of the Commander-in-Chief Fleet.

The intruder was identified as a muscovy duck, so it was assumed that it had come from Russia — Muscovy being the historical name of the principality of Moscow.

According to a reference book in the Navy News office, however, the musk duck ("also, by confusion, muscovy duck") is a musky-smelling duck from South America. So there was no cause for alarm after all!

Whatever the duck's nationality, it was obviously happy to fraternize with the British sailors, who smuggled out food from the main galley and rigged up a floating platform on the Northwood

pond. And the message about their hospitality obviously got around: the muscovy duck was joined by a mallard and they produced a family of nine ducklings.

HIS WORLD-WIDE

A parish extending from Northern European waters to New Zealand and from the West Indies to Fiji is the responsibility of the Rev. Tony Upton, who has taken up the new appointment of chaplain to the Royal Naval Surveying Service.

He will spend a week or two in each of the surveying ships

PARISH

and craft, which have all been invited to construct their own altar furniture.

He joined his first ship, H.M.S. Hecla, in June, to be followed by H.M. ships Beagle and Bulldog before joining the Fox and the Fawn in the West Indies.

DRYAD PICKS SUE



"Miss Dryad 1974" is Sue Short, the 25-year-old wife of PO Short. She was chosen at a dance held in aid of Lea Hall, the new community centre among the Dryad married quarters at Norton Road, Southwick. Runners-up to Miss Dryad were Jane Kemmish (left) and Louise Alderson, who are both serving as Wrens at H.M.S. Dryad.

Terry goes

Scott free

... after a touch
of 'extortion'!

Comedian Terry Scott was "taken into custody" by Leading Regulators Bill Jarvis (far left) and John Draper-Rush at the Drake Fair, Plymouth, where he was the star attraction.

Terry was soon set free, of course, although he might well have welcomed a spell of "solitary" in the Recess, after spending the afternoon signing autographs and helping sales on the variety of stalls.

It was by no means his first appearance at H.M.S. Drake, where he served as a coder in the Royal Navy in 1946. He is currently appearing in "The Mating Game" at Torquay.

At least 3,500 people attended the Fair, and the takings amounted to at least as many pounds.



DEJA VU?

Jackie Fisher appeared to be there in person when the National Maritime Museum, Greenwich, held a private viewing prior to the opening of the reconstructed east wing gallery. The visitor who looked exactly like the portrait of the famous admiral was in fact his grandson, the present Lord Fisher.

It was a splendid naval occasion, and those present included descendants of some of the personalities famous in the Navy of Queen Victoria.

Admiral of the Fleet Earl Mountbatten opened the gallery, and in recording the fact a national newspaper raised a smile by giving the title of the exhibits as "A Century of Naval Development," raising hopes of seeing those gyrating feminine turns so well known to all sailors in their overseas travels.

Stephen's dolly, Dad's dollars

When you've found yourself a pretty girl friend in Sydney and you don't get paid for another three days, things are looking desperate — especially when you have just had a couple of expensive weeks in New Zealand.

JMEM Stephen Saunders, serving in H.M.S. Londonderry, has the ideal answer to the problem. He taps Dad for a few dollars until pay day!

Dad is PO Steward Ken Saunders, who was surprised a few months ago when his son walked up the Londonderry's gangway. They had not asked to serve together. "In fact," says Stephen, "this must be somebody's idea of a joke."

The pretty girl in the picture is 18-year-old Sane Lundberg.

GOODBYE, MR. YORK

Commemoration Sunday (July 14) at the Royal Hospital School, Holbrook, was the last ceremonial occasion attended by Mr. N. A. York in his capacity as headmaster.

After 18 years of devotion to the school, for which he was created C.B.E., Mr. York was "piped over the side," given three cheers by the school on parade, and marched off to the tune of "Auld Lang Syne."



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WILL the Welsh sailor from H.M.S. Bulwark please contact the Frenchman he helped in Charleston, February 1973. Write to: Max Hillairet, 29, Allee des Marronniers, 17200 Royan, France.

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The scene was photographed by H.M.S. Fearless, the Dartmouth Training Ship, during her Mediterranean exercises.

But the viewing was brief for the Fearless men — their own PT session began at 0630.

Resettlement opportunities

Sooner or later servicemen and women have to face up to the prospect of a second career in civilian life. That transition could be a matter of changing one uniform for another — as an officer of H.M. Customs and Excise.

The latest issue of the Services Resettlement Bulletin — No. 3 of 1974 — gives details of careers in customs and excise, including special entry schemes for those leaving the Forces.

The Bulletin also features heating and ventilating engineering, regional opportunities in Scotland, eight pages of situations vacant, and comprehensive tables of resettlement courses.

Copies of the Services Resettlement Bulletin are available from ship or establishment resettlement officers.

Arriving at Gibraltar for her refit is H.M.S. Plymouth.



In H.M.S. Bristol's Rock Race and, with 130 supporting voices, drew 2-2 with the destroyer's soccer team.

On June 15, the Berwick's new crew left for home with memories of a superb stay in Gibraltar, during which the Rock was walked over, run over, walked around, sailed around, walked through and even swum through!

SWOP DRAFT

Gib. gets a bout of the 'Plymwick's'

With her new ship's company transferred from H.M.S. Plymouth, H.M.S. Berwick became the latest product of Gibraltar's "conveyor-belt" refit system when she sailed for her home port of Devonport.

The "Plymwick's" had spent eight weeks at Gib. after arriving in the Plymouth and carrying out an eight-hour, stern-to-stern transfer. They left the Plymouth in the hands of the Gib. Refit Group and prepared to sail home in the newly-refitted Berwick.

During their stay the "Plymwick's" occupied their free time with a packed sports programme, playing 75 matches — losing only two — and the running inevitable Fleet "Top of the Rock" race, won by OS Howe. A team also took six of the first eight places

Here come the "Plymwick's"! Transfer day between the Plymouth and the Berwick, stern-to-stern, with a one-way route for the men moving house. The whole operation took a swift eight hours and the Berwick commissioned that afternoon, followed by a farewell cheer for the Plymouth.

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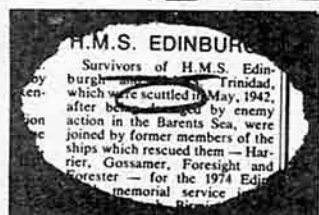
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That sinking feeling

What's in a word? It depends, of course, which word you use, and how you use it. If it concerns an old sailor or one of the ships in which he proudly lived — and almost died — in the dark days of the war, then one word out of place can make all the difference, it seems.

I imagine that the newsagent's fingerprints were still warm on Mr. Bill Daly's copy of Navy News when he read the report of the H.M.S. Edinburgh reunion. In the third line his eyes fell on a word which gave him a jolt far worse than he received when the Edinburgh was torpedoed in 1942.

At once he was on the telephone. "But you say she was scuttled. We weren't scuttled..."

Written like that the words cannot convey the feeling in the voice. Not anger, just surprise. Incredibility. It was unthinkable to suggest that it was a British finger on the button which sent his ship to the bottom. She had fought gallantly to the bitter end. She was listing, and sinking, when he left her.

How could I have made such a mistake... for it must surely be a mistake?

I turned, as I had turned when

The new general secretary of the Royal Naval Association is to be Captain Richard I. D. Tiddy, who retired from the Royal Navy just a few months ago after a long and impressive career.

Capt. Tiddy, who takes up the appointment on August 1, has held a number of important appointments at sea and ashore.

A supply specialist, he took over command of H.M.S. Pembroke, the Navy's school of supply and secretarial training, Chatham, in January, 1969. His previous appointments included that of secretary to the Controller of the Navy; supply officer, H.M.S. Centaur; supply officer, H.M.S. Blake; secretary to the Deputy Chief of Naval Staff; secretary to Flag Officer Second-in-Command, Far East Fleet; secretary to Flag Officer, Middle East.

After leaving H.M.S. Pembroke in January, 1971, Capt. Tiddy joined the Directorate of Fleet Supply Duties.

Lieut.-Cdr. Leslie H. Maskell, R.N.R., relinquished the post of general secretary on July 31, after a quarter of a century in the job. Well known throughout the areas



CAPT. R. I. D. TIDDY

"In heavy engagements impeded by a snow shower and smoke screen Z24 and Z25 badly damaged the Forester and Foresight and hit the Edinburgh with another torpedo with the result that she has to be abandoned and sunk by a torpedo from Foresight."

So that was it. The cold, impersonal "facts" of history had clashed head-on with the warm, intimate memories of a man who had left his post on the pom-poms only on the order "Abandon Ship." He had slid down the sloping deck into a freezing sea, and as far as he was concerned that was the end of the Edinburgh.

In all innocence (who said ignorance?) I used a word which, on reflection, rather smacks of an action not in keeping with the best traditions of the Senior Service.

At least this episode has had one positive result: that eight-letter word has gone into the "Do Not Use" section of my style book. From now on, unless I actually hear it from a shipmate's mouth, I'm sticking to safe four-letter words. Like "sunk!"

— D.S.

□ Gong, but not forgotten

Where are you J97319 (P.O. B. 18579) C.H. LUGG. TEL. R.F.R.? If you contact the Navy News office you may learn something to your advantage, as they say in the Legal Notices.

Just in case Shipmate Lugg doesn't read this article, and to make things a little clearer for those who do, the plea concerns a long-lost medal.

It was found in Caister in 1946 (yes, 1946!) by a friend of Shipmate Frederick Johnson, welfare officer of the Port Talbot branch, R.N.A., and since then it has lain unnoticed in a drawer.

The obverse bears the head of King George VI, with a battleship and the words "Diuturne Fidelis" on the reverse.

Step forward, Shipmate Lugg.

□ The 'volunteer'

"Never volunteer for anything." Most Servicemen must have heard that piece of advice. But it doesn't follow that if you don't volunteer, you don't get the job.

Take, for example, the case of Mr. N. H. Holmes. He concludes a letter to Navy News with — Yours faithfully, N. H. Holmes. Press and Publicity Officer, Burnley and District Naval Ex-Servicemen's Association. (What a title for a 'volunteer' — I was in the Gents when they appointed me!)

CAPT. TIDDY TAKES OVER

and branches, he has seen the Royal Naval Association grow from small beginnings to its present size, and has played his part in this growth.

It is understood that Lieut.-Cdr. Maskell will be continuing his association with the R.N.A. in a consultative capacity.

BRANCH NEWS

Bournemouth

Members of the ship's company of H.M.S. Phoebe, with their guests, attended a dance organized by Bournemouth shipmates, helped by girls from T.S. Woollard, the newly-formed Christchurch Unit of the Girls' Nautical Training Corps.

Crawley

A party of shipmates visited H.M.S. Dolphin, the submarine base at Gosport, where they were entertained by the chief petty officers, and given an interesting tour of the establishment. Branch members were saddened by the death of their treasurer, Shipmate Eric Comber.

Dorking

A fine garden seat, in Burma teak, has been presented to the Dorking General Hospital for use by patients and visitors. The seat was purchased with collections and the income from fund-raising events held by the branch during the previous six months.

It was presented, on behalf of the branch, by the president (Cdr. J. D. Walters, R.N. ret'd.) to the senior nursing officer at the hospital.

Enfield

Sunshine brought out the crowds at Enfield, where the two-day show attracted more than 50,000 people. "I estimate that at least half that number had a good peep at our R.N.A. stand," reports Shipmate R. L. Maguire, the branch chairman.

Attractively decorated with posters and photographs of the Fleet, the stand produced many inquiries about membership for the R.N.A. and the Sea Cadets — and also gave a welcome boost to the sales of Navy News!

Grimsby

The beer-drinking record set by H.M.S. Andrew during a visit to branch has been topped by H.M.S. Russell. LREG Greeley and Cook Schofield, aided and abetted by AB Clarke, clipped one second off the previous best of 17 seconds.

However, the branch is still waiting to see a sailor match the solo effort of a civilian visitor from Manchester, who emptied the jug in 12 seconds.

Isle of Man

Proud of their seafaring heritage and their Royal Navy "stint," shipmates in the Isle of

Calling all shipmates

CHOEL A. W. Bartle, of H.M.S. Sussex, Maxwells Wharf, Hove, Sussex, who organized the first reunion for former members of the ship's company of H.M.S. Hurricane, would like to hear from any others who served in the destroyer. Also any survivors from the evacuation ships City of Nagpur and City of Benares.

Two members of the Crawley branch, Royal Naval Association, who served in H.M.S. Exeter during the Battle of the River Plate and the Battle of the Java Sea would like to hear from anyone who was in the heavy cruiser on those occasions. Contact: Shipmate Ken Lewis, hon. secretary, 26, Downland Drive, Southgate West, Crawley, Sussex.

Mr. W. Gray (ex-PO), of "Venafro," Dean Cross Road, Plymouth, who commissioned H.M.S. Undaunted in 1944 would be interested to hear from old shipmates.

Mr. C. Aylward, 125, Shenley Road, Bletchley, Milton Keynes, Bucks, would like to contact ex-Chief Shipwright William J. (Peter) Taylor, of H.M.S. Constance (1954).

Mr. E. S. March, 48, Hill Rise, Sundon Park, Luton, a survivor from the Kephalaria (sunk off Alexandria in August, 1941, and picked up by the tug Roysterer) would appreciate news from any other Kephalaria survivors.



Cannock choice

Her name is Jennifer Scott. She's 23 and her vital statistics are 37-26-36. Her telephone number cannot be supplied. Sorry shipmates!

Jennifer was chosen as "Miss R.N.A. Cannock Chase" at the Cannock branch's annual dance. The enviable task of picking the winner from among the 30 pretty entrants fell to members of a Royal Marines recruiting team working in the Midlands, and CEMEM Perry, of the R.N. & R.M. careers office, Birmingham.

Among Jennifer's official engagements was a visit to the Birmingham careers office, where she received a sash and cheque from the officer in charge, Cdr. Stock.

She has also visited the Joint Services School of Photography at R.A.F. Cosford, the Nautical Club, Birmingham, and the R.N.A. Club at Leamington.

Photo: CPO Brian Gentry.

BURNLEY'S SUCCESSFUL YEAR

The Burnley and District Naval Ex-Servicemen's Association has enjoyed another successful year, both socially and financially, it was reported at the 47th annual meeting.

The association's area now covers a large part of East Lancashire, the nearest neighbours being at Preston, Bury and Oldham, with a small branch at Barnoldswick, a town recently transferred to Lancashire.

Any new members, particularly younger ex-Navy personnel, will be made welcome at the evening meetings on the first and third Thursdays of every month, at the Reindeer Hotel, Burnley.

One Burnley practice which can be commended to other ex-Navy groups is the sending of Navy News to housebound senior members who are unable to attend meetings.

Stone

The bell from the Norwegian weather ship Polar Front is to be presented to the Stone branch when the ship is scrapped after 27 years' service. Polar Front was formerly H.M.S. Saxifrage, a corvette launched in 1941 and paid for largely by money raised at Stone during the war.

A plaque presented to the town by the Admiralty to mark the launching of the Saxifrage is already in the branch headquarters — St Vincent House, Mill Street, where visitors are always welcome.

Torbay

A party of 39 members and relatives visited the Royal Naval College, Dartmouth, to attend ceremonial divisions and the guard-changing ceremony.

The visit coincided with the College's "Town Week-end" and the salute at the march past was taken by the Mayor of Dartmouth. After the ceremony and morning service in the beautiful College Chapel, the R.N.A. party were entertained to drinks and sandwiches in the Senior Rates' Mess.

Man sometimes feel a little out of touch with the Senior Service, so they are always pleased to welcome any visiting ships and serving — or ex-serving — sailors.

They have enjoyed the company of a number of ships' crews this year, arranging sports fixtures and sight-seeing trips. Anyone planning a visit will be given all the assistance they need if they telephone Douglas 4275 (the R.N.A. Club in Hill Street) or Peel 2357 (the chairman, Shipmate B. Crompton).

One of the most recent visitors was H.M.S. Lewiston, whose commanding officer (Cdr. C. D. Walkinshaw), welcomed the chairman and branch members on board.

Newton Abbot

The social scene took a trendy turn with the introduction of a disco, which proved to be a great success. Among the visitors were two members of the Stone (Staffs) branch, Elsie and Lewis Plant.

Plymouth

Delegates of No. 4 Area met at the Griffin Club for their quarterly meeting. Representatives of the newly-formed Penzance branch reported a membership of 58.

Subject to approval, it is planned to lay up the Area standard at St Augustine's Anglican Church, at the R.N. air station Yeovilton, in March next year, after the week-end rally at Beer (Devon).

Ramsgate

An outing to the Greenwich Maritime Museum, the Royal Naval College, and the Observatory was followed by a visit to the Camberwell branch for tea and a social evening.

The branch standard has been on parade at Folkestone Dunkirk Veterans' annual service and at a dedication service at Tunbridge Wells.

Ramsgate continues to be a popular "run ashore" and guests entertained recently have included a shipmate from Auckland, New Zealand.

A pipe rack, in the shape of an anchor, was presented to Shipmate W. Hawkins, when he retired after 16 years as the branch quartermaster.



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WRENS: CONTROVERSY . . . AND NEWS

Chauvinism under attack

We cannot express too strongly our disgust at Jock and Taff (Lieutenants, R.N., July issue) and their chauvinistic discourse on Wrens' pay and role in the navy. As two ex-Wrens who both served a number of years for a mere pittance, we say that every penny is very well earned, and not "way over the odds."

As for joining merely to find husbands, if Jock and Taff are typical of today's lieutenants then our sympathy is with any girls they may have "trapped."

We do not suppose for a minute that this letter will be printed as no doubt the editor is male of the old unliberated order.

(Mrs.) Janet Dyer
(Mrs.) Susan Ruddle
Gosport.

In reply to Jock and Taff I strongly object to their statement about Wrens being overpaid.

As an A.B. radio op. (one of the "few" technical branches according to our beloved Lieutenants), I earn £27 a fortnight, out of which I have to keep myself in clothes, toiletries, etc.

There are many of my oppos who agree with me that at some point or other Jock and Taff have been "rejected" by a Wren.

We don't all want a matelot for a husband, you know!

Maggie (Jock) Hamilton
H.M.S. President.

Jock and Taff can do all the contending they like about Wrens' pay.

It is our contention that one should always be sure of one's facts before committing them to paper.

Their letter was obviously frivolously designed to provoke inflated responses from irate Wrens, but the Wrens are sufficiently highly trained and disci-

MORE LETTERS

plined to recognize rubbish when they read it!

We would advise these two misinformed mates to acquaint themselves with some W.R.N.S. regulations and pay scales, and, if possible, a few more Wrens, and dispense with their evident "sour grapes."

Third Officers
I was somewhat annoyed to read the very discourteous letter about Wrens.

It is not the function of Navy News to stir up discontent in the Service, as this letter will obviously do, and publication was an editorial error which I hope will not be repeated.

I would suggest that the authors are sentenced to six months in the Cudrose telephone exchange, where the girls are working up to 72 hours per week.

Peter Burgess
(Lieutenant-Commander)
R.N.A.S. Cudrose.

Obviously the somewhat adolescent letter of Jock and Taff was intended to make at least one if not many Wrens take the bait — something a few of us here have done. We'll concede that.

First, we should like to point out that it is no fault of ours that we do not have "a liability for sea service." Mind you, it is in the pending tray.

As for discipline being a giggle, we do not have a Discipline Act

like our male counterparts (their phrase). Well honestly! What do they expect. Plus the fact that we have no need of stronger "restraint."

As for their last point (in the Navy to get a husband) what a load of chauvinistic codswallop. In fact we think we should have at least equal pay for having to put up with such narrow-mindedness.

Tiff's Wife Greenie's Fiancee Submariner's Luvver (and one open to proposals!)

H.M.S. Heron

It is about time people stopped pulling the Wrens to pieces and gave credit where it is due.

Perhaps our discipline isn't as strict as that for matelots, but the Wrens' code is based on trust. We are not under the Naval Discipline Act.

To say we earn too much is "the kettle calling the pot black." How much does Jack get every time he goes off on a pleasure cruise around the world?

I'm sure I would be first in the queue if I knew I was getting such a holiday, and extra pay.

A right conceited pair Jock and Taff sound to suggest that we only join to find a husband. I admit that a lot of Wrens do marry Service men, but they don't join up just for "a ring on their finger."

Anyway, it takes two to tango. Think about that, Jock and Taff.

J. D. Maddison
H.M.S. President.

MAORI REUNION

After a two-year search for those who served in the Tribal-class destroyer H.M.S. Maori (1939-42), a reunion has been arranged for October 26 and 27 at Plymouth.

The Maori, which rescued 24 of the 110 survivors from the German battleship Bismarck, was sunk by enemy air action at Valetta, during the attack on Malta. All but two of her crew swam ashore.

Most of the survivors have not met since that time, and efforts are still being made to contact some of them. More details of the reunion can be obtained from Mr. Fraser Dunbar, 33, Normandy Hill, St Budeaux, Plymouth.

Guests at the reunion on October 26 will include the first captain of the Maori, Capt. G. N. Brewer. Two Maori totem poles which stood on the ship's quarter-deck, and were salvaged after the sinking, will be on view.

On October 2 there will be a remembrance and rededication service at St Nicholas Church,

H.M.S. Drake, followed by a civic reception.

The annual reunion luncheon of the Harwich Naval Force Association, 1914-1918 is to be held at the Victory Services Club, 63, Seymour Street, London, W.2, on Tuesday, October 8. More details from the president, Capt. P. L. Gunn, Mill Cottage, Belchamp Walter, Sudbury, Suffolk.

Submariners in France

Twenty members of the British Submarine Old Comrades' Association joined ex-submariners from France, Germany, Italy, and Austria for the 12th international submarine congress in Brest.

Their perfectly-organized and most enjoyable programme included coach tours, visits to military cemeteries, memorial services, an official civic reception and a ball.

The happy experience of the British group was marred by the death in Germany, just three days after the congress, of their leader and organizer, Lieut. E. F. Jeram, R.N. (ret.). He was cremated in Germany and his ashes were returned to the U.K. to be scattered at sea from a submarine.

No. 8 AREA 3rd Annual Standard Bearers' Competition

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TAKING A DIVE

Eighteen members of the W.R.N.S. had a chance to test their sea legs when they spent a day out in H.M.S. Resolution, one of the Polaris submarines based at Faslane.

Suitably kitted out in bell bottoms, the girls descended the vertical ladders without incident. The departure was achieved with the minimum of motion and it was only by checking through the periscope that the girls could actually believe they were moving — and were about to dive.

As the Resolution surfaced, three of the Wrens kitted out in foul weather gear (pictured left — Wrens Sarah Fuller, Carol Soanes and Lesley Stewart) scaled another set of vertical ladders to the bridge to "supervise" the return.

The party returned to H.M.S. Neptune eager to volunteer for submarine service at the earliest opportunity

At sea . . .

Regarding previous correspondence regarding Wrens at sea, as a member of the Women's Royal Naval Reserve I and many of my colleagues from Plymouth and Scotland enjoyed a very pleasant week-end aboard H.M.S. Phoebe visiting Ostend.

The whole atmosphere was cordial, and the girls were very welcome on board, with tours of the ship and demonstrations which included helicopter landings and mortar firings.

While at Ostend the girls stayed ashore in a hotel.

So ladies, don't sit at home and complain about women at sea. See what the men do and get an opportunity to join them — through your local branch of the W.R.N.R.

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MORE R.N.A. NEWS

Sheffield

Shipmates from Denby Dale and Whitwell were guests at the annual buffet dance, at which the guests of honour were members of the ship's company of the Type 42 destroyer H.M.S. Sheffield. The first lieutenant and two other officers were flown down from Barrow by Lieut. Philip Moore, while four chiefs travelled to Sheffield by road.

Wythenshawe

It was "Up spirits" at Wythenshawe when the minesweeper H.M.S. Walkerton tied up at Trafford Docks, Manchester, for a three-day visit.

Members of the club were entertained on board and during one of their visits to the R.N.A. Club, members of the ship's company presented shipmates with a Walkerton badge.

BUSY TIME FOR BELFAST

H.M.S. Belfast's Staff Social Club is now on a sound financial footing and continues to entertain R.N.A. branches from all over the country, reports Chief Yeoman E. Smith.

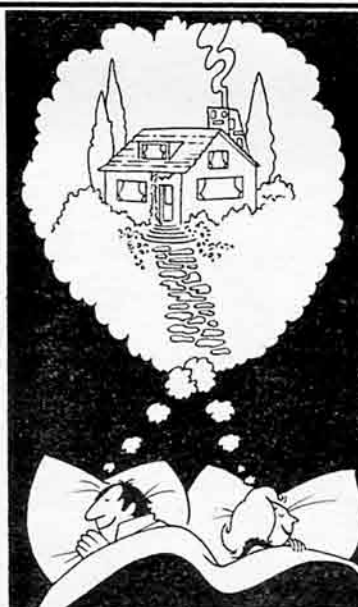
Members from the Guildford

STARLING BADGE

One of Captain Walker's "Old Boys," Mr. Denis Logan, has made a marquetry plaque of H.M.S. Starling's badge. It is to be displayed in London at an exhibition of marquetry, where Mr. Logan hopes to make contact with some former shipmates.

and Worthing branches were among those who recently booked tours of the cruiser and spent an evening in the club on board, and the H.M.S. Belfast staff are looking forward to seeing shipmates from Cheam and Worcester Park and from Hounslow.

Actor Barry Morse (of the Zoo Gang) was welcomed on board as a guest of the Club. Future events include the K Force reunion on November 9, and the Belfast First Commission reunion on November 23.



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THE PRESIDENT CALLS AT PEMBROKE HOUSE



'NELSON HAS DONE US A GOOD TURN'

These words were contained in a letter from a 90-year-old widow who has received a Jellicoe Annuity from the R.N.B.T. since October 1954.

As a result of Local Office recommendation, she recently received a gift of £8 from a local charity, and in conveying her appreciation she recalled her late husband's words: "Nelson has done us a good turn." She explained that her husband was one of the men engaged in renewing the rigging of H.M.S. Victory after the First World War, and the extra £20 he earned went as a down payment on their home at Farlington, Portsmouth.

At that time the rates were £14 per year. Today, with the rates at something like £50 per half year, the R.N.B.T. is happy to do its bit to perpetuate that good turn originally credited to Nelson!

Just what the doctor ordered

"Hearts and minds" is the term generally applied to the community-aid activities of Servicemen, and women, who devote their spare time and energy to raising cash for charity, or undertaking do-it-yourself jobs in the homes of people no longer able to do-it-themselves.

The term can also be applied to much of the work of the Royal Naval Benevolent Trust, and it's particularly appropriate in the case of Mr. Louis Oscar Mays, who has a rare heart disease.

R.N.B.T. cases are dealt with in the strictest confidence, of course, but Mr. Mays was so delighted with the prompt, business-like way in which his own urgent case was handled by the Grants Committee that he was only too happy to reveal the facts.

CASH PROBLEM

A widower, of Long Buckby, near Rugby, Mr. Mays was invalided out of the Navy in 1941 and has paid more than 200 visits to hospitals in the past 15 years.

Despite his disability he has proudly maintained his independence, working on to avoid drawing national assistance or unemployment benefits, and his case only came to the notice of the R.N.B.T. when his condition deteriorated.

His consultant considered it necessary to send Mr. Mays to Amsterdam, now recognized as a world centre for treatment of his rare condition, but the Department of Health and Social Security could not meet the expense of doing so. The Trust was therefore asked to consider paying his fare to

Amsterdam and the hospital fees — which could include expensive surgery.

A telephone call was made to the Trust's Portsmouth office on Thursday, May 16. The Grants Committee grasped the urgency of the problem, made a decision — and Mr. Mays, with a medical specialist in attendance, was on the plane to Amsterdam on Sunday the 19th.

Fortunately, Mr. Mays did not need an operation, but he spent two weeks in Amsterdam and the total cost to the R.N.B.T. was £388. A small price to pay for a man's life.

CLEARING THE SMOKE SCREEN

When the sailors in H.M.S. Pembroke, the Royal Navy's supply and secretariat school at Chatham, heard that the shipmates in Pembroke House were divided by a "smoke screen," they decided to clear the air.

The division of smokers and non-smokers had meant that smokers could enjoy their cigarettes and pipes and watch a colour television set, while the non-smokers sat in another lounge watching a black-and-white set.

The way to bring colour into the lives of all the old sailors and marines was to buy a second colour set, and to do this H.M.S. Pembroke raised more than £260 in just three months. The welfare committee will also provide the annual licence and be responsible for maintenance.



Capt. Tom Holman, the captain of H.M.S. Pembroke, makes his point clear after presenting the TV set to "the gentlemen of Pembroke House." Enjoying the joke are (left to right): Mr. Bob Broadbent (81); Mr. E. Cowley, who at the time was chairman of Pembroke House; and Mr. Alex Kennison (71).

R N B T

BY
THE
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During the 12 months to June 30, 1974, the Grants Committee paid out

AN AVERAGE OF £3,021 PER WEEK

Grants to 3,318 applicants amounted to	£108,304
Jellicoe Annuity Scheme	£43,253
Invalided and Disabled Men — Special Scheme	£3,773
Minor Trusts	£1,525
Children's Emergency Accommodation Scheme	£268

AN ALL-TIME RECORD OF £157,123

Escalation catches up with benevolence: The average grant was £32.64 compared with £26.20 last year, and the average grant to Service personnel and their families was £45.95 (£35.11). Grants to serving men and their families totalled £8,362; ex-serving men — £62,828; widows — £30,206; dependants — £6,908.

No direct contribution is payable and no appeals are made to the public.

R.N.B.T. relies on surplus revenues, voluntary donations, investment interest and legacies to carry on its important work.

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DIVERS IN DRUGS SEARCH

Royal Navy divers in Hong Kong assisted the Royal Hong Kong Police in searching for 20 million dollars worth of drugs thought to have been dumped from a sampan.

An earlier search, in which the Royal Navy was not involved, had yielded the year's largest haul of raw opium and morphine blocks, said to be worth about two million dollars on the black market.

Four sacks containing these drugs were recovered by the Special Crime Squad from a sunken sampan beneath a larger vessel in the bay's typhoon shelter. Police believed that 36 other sacks had been dumped in the bay during a chase in the darkness.

Five divers from H.M.S. Tamar and H.M.S. Chichester — under the supervision of the frigate's diving officer, Lieut. Gerald Tribbeck — were called in and tried on several occasions, but without success, to locate the sacks.

Five officers from the Chichester learned more about the work of the Narcotics Bureau when they visited CID Headquarters in Hong Kong as part of their training.

Bush fire

A gunnery exercise off the New Territories ended with a hard hill climb and some strenuous exercise for men of the Hong Kong Squadron.

When a bush fire was spotted on Basalt Island, H.M. ships Chichester, Wasperton and Yarron interrupted the exercise and equipped landing parties with extinguishers, shovels, matting and brooms.

The teams made the arduous climb to the scene of the fire and enthusiastic stamping and beating brought the outbreak under control.

Members of the Women's Royal Army Corps based at Victoria Barracks, Hong Kong, were entertained on board the Yarron, on patrol in the South

China Sea.

Two other ships of the Hong Kong Squadron, H.M.S. Wolverton and Monkton, spent a month making and renewing friendships while visiting Songkhla (in Thailand), Singapore, and Ilo Ilo City in the Southern Philippines.



Turning the clock back at Yeovilton

"Anyone for a spin? I'll leave the jolly old Stringbag here, and we'll take the Humber out for a run. With a bit of luck, and the wind behind us, we'll make it to the Copper Kettle in time for tea..."

The intrepid aviator who turned the clock back for Yeovilton's Diamond Jubilee Show is Lieut. John Grantham, of 848 Squadron, whose 1926 Humber was one of the many glorious old cars on display. John found the car in a barn about ten years ago, and renovated it himself.

Providing the glamour for this picture by LA Ian Gratton are two Third Officer W.R.N.S. serving at the R.N. air station — Carrie Fletcher, who is PA to the Rear-Admiral, Engineering, and Sally Battersby, Wrens' admin. officer.

They are pictured in front of the Swordfish, of the Historic Aircraft Flight, and one of the exhibits which drew a crowd of 15,000 to the show, held in aid of the Fleet Air Arm Museum at Yeovilton.

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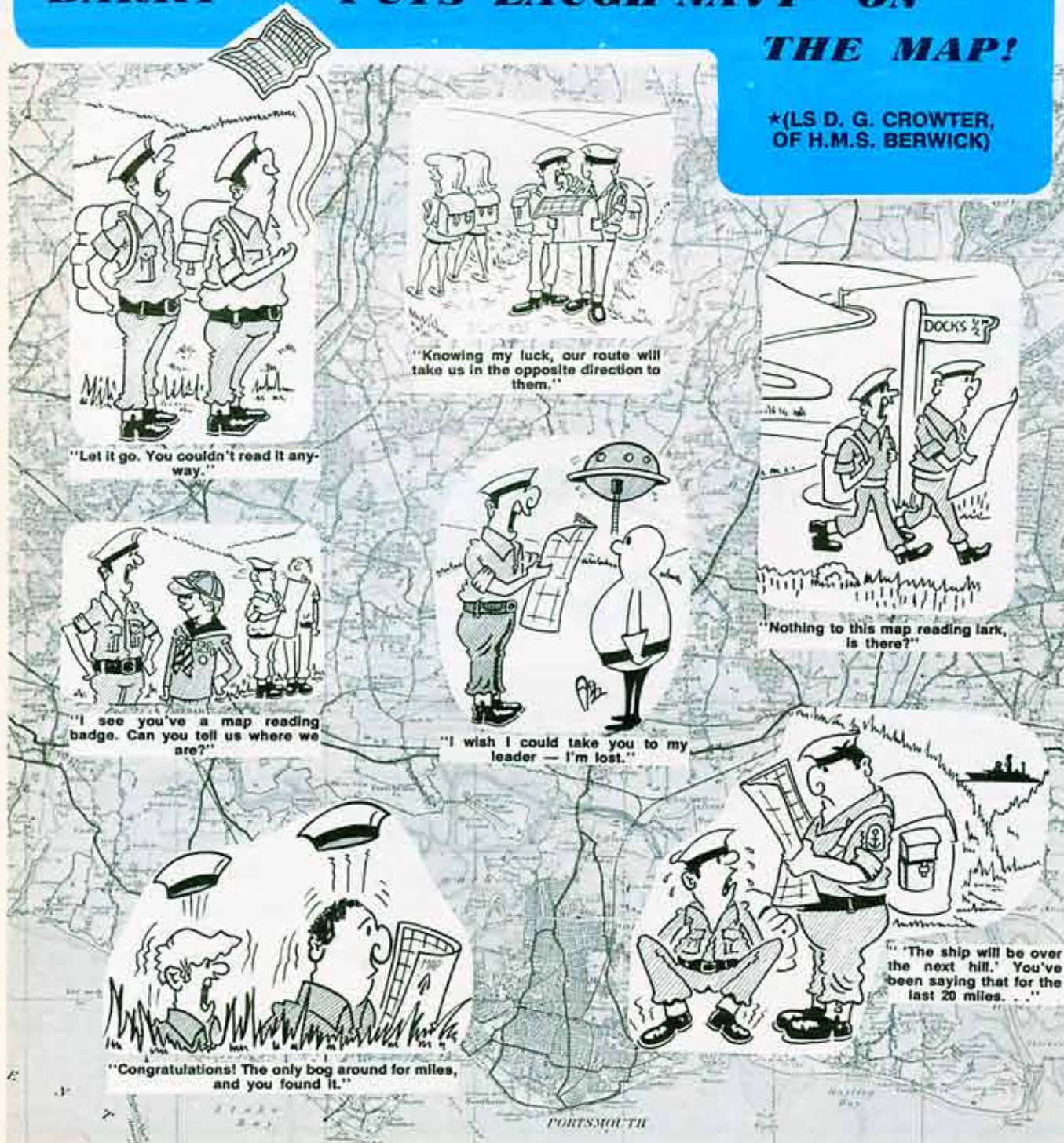
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Magnum Gun. Combat
Magnum
Also: 3 1/2 in. sub-compact
Walther P-38 Auto-Standard model or
Special Agent model with silencer
Luger, Luger Artillery
All at £2.75 each

MATZ 1:1

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Walther P-38 Auto-Standard model or
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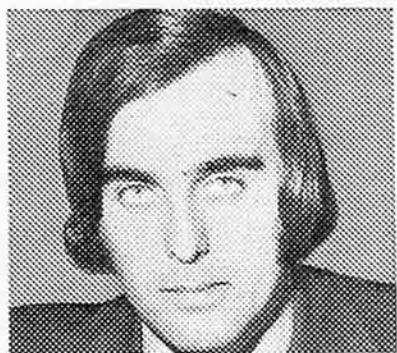
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for the testing and commissioning of complex communication systems, units and sub-units. Successful applicants would be expected to lead a small team of engineers in the test and certification of high quality complex electronic equipment. Experience of Solid State Multipliers and Oscillators, Waveguide Assemblies, multilayer and other printed circuit board assemblies is required.

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RNZN

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For further information and how to apply, write to—

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County Education Department

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Application forms to be returned as soon as possible and further details from The County Education Officer, County Hall, Dorchester DT1 14J.

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Instrument Fitters Radio Technicians Electrical Fitters

Skilled men are required in the Avionics Workshops at Heathrow Airport, with specific knowledge and experience of either instrument, Radio, Radar, NN Electronic or Digital techniques. Similar staff also required for Aircraft Maintenance and Servicing Sections.

Commencing rate £39.38 rising in approximately 2 months to £41.31 p.w. and ultimately to £45.76 p.w., plus £2.21 London Weighting, plus

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For an application form please write or telephone Personnel Officer Engineering (Employment), (Ref. NN), British Airways European Division, Hatton Cross Restaurant, London Heathrow Airport, Hounslow, Middlesex. 01-759 3131. Ext. 4302.

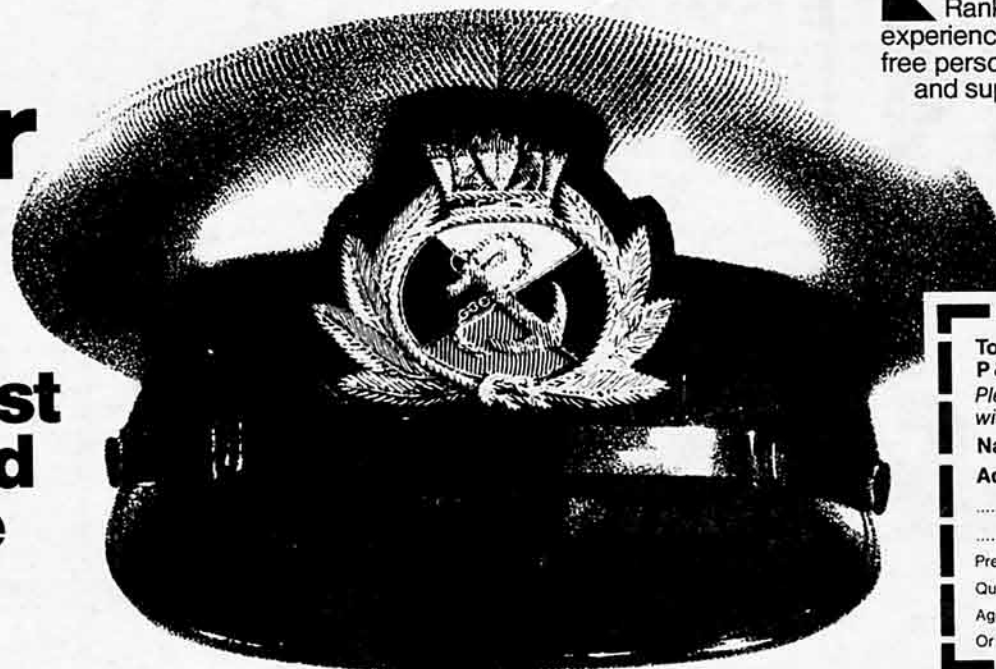
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Please send me further information on opportunities within the P & O Group.

Name
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Present Rank I would like
Qualifications information on
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Kent County Constabulary, Police Headquarters,
Sutton Road, Maidstone, Kent ME15 9BZ.
Tel: Maidstone 65432. Ext 227.



Kent Police Officer

OPERATORS

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Military Aircraft Division
Strand Road, Preston, PR1 8UD
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If you are in good health, between 21 and 55, 5' 5" or over, fill in and post the coupon below. We will send you further information on today's opportunities in the Northern Ireland Prison Service.

TO: Prison Staffing Officer, 11

Dundonald House, Upper Newtownards Rd., BELFAST BT4 3SU

Please send me without obligation an application form and further details about life as a Prison Officer.

Name _____ (Block Capitals Please)

Address _____

NN _____ Age _____

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AERE, Harwell, Didcot, Oxon. OX11 0RA

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Further information is available from our Personnel Officer on 0245 67111, or you might prefer to write to him quoting ref: RAD/NN at Radar Division, Marconi Radar Systems Limited, Crompton Works, Chelmsford, CM1 3BN.

Marconi Radar Systems

A GEC-Marconi Electronics Company

NEWSAGENTS MANAGER

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General Manager

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If you are under 40, 5'8" or over (women 5'4" or over) and physically fit, send off for the brochure today.

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To: Police Careers Officer, Home Office,
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Name _____

Address _____

County _____ Age _____

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POLICE

PORT OF BRISTOL AUTHORITY LEADSMAN-BOATHAND

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The successful applicant, after suitable training, will be required to operate echo sounders and radio fixing aids, and to take horizontal sextant angles.

Applications in writing giving details of age, experience, present and previous employment should be sent to:

The Haven Master, Port of Bristol Authority, Haven Master's Office, Royal Edward Dock Entrance, Avonmouth Docks, Bristol BS11 9DQ to arrive by 12th August 1974.

RALEIGH CROSS

A cross of Canadian cedar has been set up at H.M.S. Raleigh, where 150 young Canadians did their basic naval training in 1940.

A group of those trainees returned to Torpoint (Devon) for the dedication ceremony and to see a commemorative plaque unveiled by Mr. Jack Warren, the Canadian High Commissioner.

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Come and enjoy working in pleasant surroundings in Wiltshire. Find rewarding and interesting work on advanced technological projects connected with the testing of military aircraft and equipment.

If you are experienced in one or more of the following

Aircraft Communications

Aircraft Radars

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Plus

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- * Free pension and gratuity scheme
- * a guaranteed week agreement is in force

If you have served a recognised apprenticeship or have had equivalent training in HM Forces and are due for release within the next few months, send for application form to:

Industrial Personnel Officer
Procurement Executive
Ministry of Defence
Aeroplane & Armament Experimental Establishment
Boscombe Down
SALISBURY Wilts.
or telephone
AMESBURY 3331 EXT 2371/2869 (STD 09802)



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SPORT 1

STARTING WITH CELEBRATION SMILES...

DOUBLY BUBBLY!

When you've won, why not celebrate? Below: Third Officer Lesley Naylor provides the "bubbly" for H.M.S. Collingwood's victorious swimming team, winners of the Portsmouth Area W.R.N.S. Inter-Unit Swimming Championships and Free-Style Relay Trophy. Left to right: Wren Maxine Wilsher, Wren Julia Scribbins, Wren Pam Ransome, Leading Wren Chris Smith, Leading Wren Kay

Lancaster, Wren Kay Blaney and Wren Margot Yardley. ● Right: More "chambers" as the winning Royal Marines team in the Inter-Command Lawn Tennis Championship celebrate at Portsmouth on July 12. Left to right: Lieut. Tony Dunlop, Sgt. David Turner, Sgt. Brian Gibbs, Lieut. Jolyon Ralston, Inst. Lieut.-Cdr. John Morris, Major Ben Herman, and Capt. Mike Gregson.



Losing only four rubbers out of a total of 27, a powerful Royal Marines team cruised to victory in the Royal Navy Inter-Command Lawn Tennis Championships at Portsmouth.

Drawn in the stronger competition of League A, the Royal Marines nevertheless were not stretched in overcoming Plymouth and Portsmouth A, while in League B Air Command strolled to the final with little opposition from Medway and Portsmouth B.

The Marines team, with the ex-Royal Navy and reigning R.M. champion, Lieut. Tony Dunlop, three other R.M. ex-champions — Major Ben Herman, Lieut.-Cdr. John Morris and Lieut. Jolyon Ralston — and the added support of Sgts. Brian Gibbs and David Turner, was probably the strongest ever to represent the Corps.

By beating Air Command by 7½—1½ points they won the championship for the first time for five years and only the third time since 1950.

It was a timely victory and a fitting tribute to the particular efforts of Tony Dunlop, the

Navy's number two, who has given so much to Navy and Marines tennis over the past ten years and who leaves the Corps for civilian life in December.

Royal Navy champion and Yorkshire number two, Inst. Lieut. Philip Pool (Plymouth), was again a star player, being undefeated. In the best match of the championships he beat Dunlop 6—4, 6—2.

Rumanian victory for Kelly

Paul Kelly, of H.M.S. Antrim, the Royal Navy and A.B.A. light-welterweight champion, gave a creditable performance in his first international appearances in Rumania last month.

Although England's Under-22s lost 2—9 and 5—6 to the Rumanian national team, the 19-year-old able seaman won every

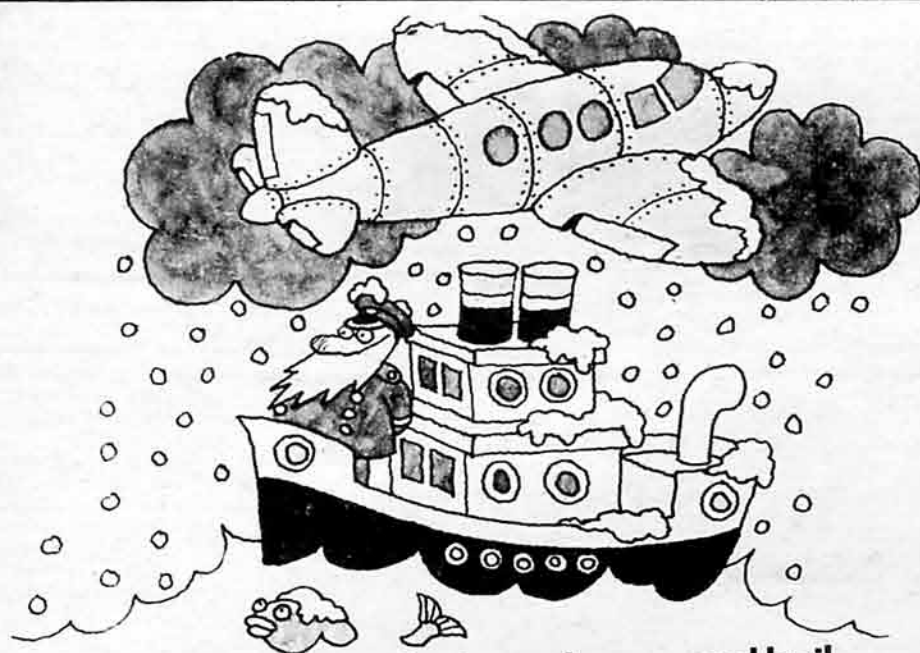
round of his second match against Benea Cheorge in great style.

Earlier he had lost on points to European Under-21 bronze medal winner Carol Haynal, after coming back fighting from a tremendous right-hand punch in the second round.

Kelly's shipmate PO Tony Oxley, the

Navy coach, accompanied the England party as assistant coach.

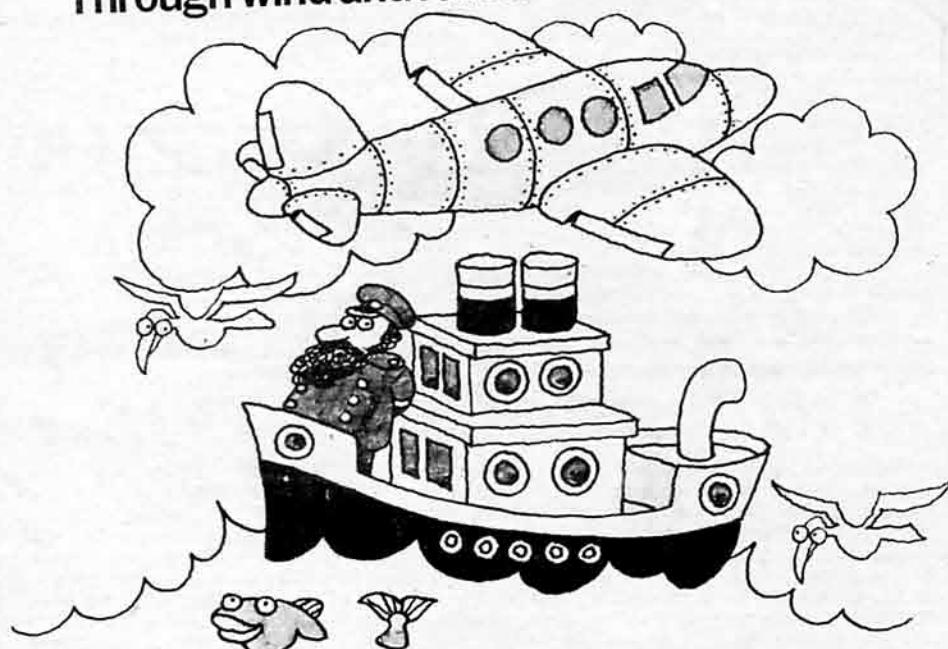
● The semi-finals and finals of the Combined Services Boxing Association championships will be held at the H.M.S. Nelson gymnasium, Portsmouth, on March 5 and 6.



Through wind and rain and snow and hail...



Through heat and haze and sunny days...



On board a ship...

On board a plane...



When Whitbread travels only the weather changes.

Whitbread beers will taste the same.

SPORT 2

MOTOR-CYCLING • CRICKET • GOLF • ATHLETICS

Out with
a bang

CPO Riley Curtis, seven times R.N. rifle shooting champion, won the Queen's Medal for the Royal Navy and Royal Marines at the Combined Services meeting at Bisley. He retires from the Navy this month.

The Royal Marine championship was won, for the second time, by Philip Weatherby, who as a reservist was ineligible for the Queen's Medal.

There was consolation for Weatherby in the National Rifle Association's meeting, where he won a cup and gold medal as the highest scorer in the Service rifle championship.

At the inter-Service meeting the Whitehead pistol match was won by the Royal Navy, and Lieut.-Cdr. J. Adshad became Navy pistol champion.

Nurses' title

Winning all their matches, the Queen Alexandra's Royal Naval Nursing Service tennis team lifted the inter-Service nursing tennis title at Portsmouth on July 17, with the Army second and R.A.F. third.

Medical Branch cricket and tennis titles went to Plymouth's Stonehouse Hospital and Haslar Hospital, respectively.

OLE! WHAT
A TRIAL FOR
THE ROYALS

A loan of three brand new Ossa 250 Enduro machines helped Royal Marines motor-cyclists to finish ahead of five Army and two R.A.F. teams in the Welsh international two-day trial. The bikes arrived from Spain only two days before the R.M. team left for Wales.

Sgt. Jan Gulliver watches agonized as his team-mate Sgt Dave Shuttleworth speeds off through a Welsh pass — but he sorted out his bike's clutch problem in 20 minutes.

Picture: LA Geoff Moore.

The "Welsh" is a gruelling event over 300 miles of mountainous country. An average speed of more than 30 m.p.h. must be maintained, and it's not unusual for at least half of the 180 or so riders to drop out on the first day. To complete the event requires ingenuity, skill and determination.

The Royal Marines line-up was: Sgts. Dave Shuttleworth and Jan Gulliver (45 Cdo) and Cpl. Boats Nettleton (Cdr Log Regt) on the Ossas; Sgt. Dave Capper and Mne. Twiggy Stevens (42

Cdo) and Sgt. Buck Taylor (RM Poole) on Rickman 125s; and Lieut. Andy Lane (H.M.S. Intrepid) on a Husqvarna 125.

They were spread through the field, from No. 29 to No. 140, which increased the problems of the support team led by Sgt. Pete Hildreth.

Disaster struck early, when Lieut. Lane's engine seized after 40 miles. As the support crews were forced to keep up with the riders on the move, Lieut. Lane was left to push his bike for 20 miles.

An electrical fault in Cpl. Nettleton's bike was overcome too late to avoid his disqualification under the one-hour "overtime" clause. Sgt. Capper lost his chance of a silver award by running out of fuel.

Seized

On the second morning the troubles mounted. Sgt. Gulliver stopped with clutch trouble and Mne. Stevens missed a check point and then seized his Rickman while trying to make up lost time.

Sgt. Capper ran dangerously close to the one-hour limit with plug trouble, but Sgts. Shuttleworth and Taylor had trouble-free runs.

After a puncture, Sgt. Capper rode a tremendous finish to ensure that the R.M. A team were the only Service team to finish complete. Despite this achievement the Services Cup went to the Metropolitan Police.

Sgt. Shuttleworth won a silver individual award and Sgts. Capper, Gulliver and Taylor won bronze awards.

The big question now is whether the Corps can get a team to the international six-day trial at Camerino, Italy, next month. If the new Ossas are still available, there must be a good chance of getting a full team across the finishing line.

Perkin's record

Plymouth Command won the swimming and water polo trophies in the R.N. Young Athletes and Junior Swimming Championships at H.M.S. Ganges on July 6. Athletics relay trophy went to H.M.S. Collingwood.

Medway's Perkin set a new 100 yard breaststroke record at the Junior Inter-Services Swimming Championships at Ganges two days later, with a time of 1min. 16.2sec. The Navy shared the water polo trophy with the Army but finished runner-up in the swimming and diving.

WHEN, WHAT AND WHERE

AUGUST

- 14—Modern Pentathlon: Inter-Service Pentathlon and R.N. Open Tetathlon (Yeovilton).
2—Aquatics: R.N. Diving Championships (Victoria Park, Portsmouth).
5-7—Lawn Tennis: Inter-Service Championships (All England Club, Wimbledon).
6—Golf: R.N. v. Civil Service (Hayling Island). Cricket: R.N. v. Hants XI (Bournemouth).
9—Cricket: R.N. v. Sussex XI (Hove).
9-10—Aquatics: Inter-Service Championships (R.A.F. Cranwell).
10—Cycling: Inter-Service 100 km Road Race (Chobham, Surrey).
12—Cricket: R.N. v. Army (U.S. Portsmouth).
13—Cricket: R.N. v. R.A.F. (U.S. Portsmouth).
14—Athletics: Combined Services v. British Police V. Southern Counties AAA (Alexandra Park, Portsmouth).
18—Cycling: R.N. and Inter-Service 12-hour TT (Ashford, Kent).
25—Shooting: Inter-Service Small-bore Pistol Match (Bisley).

Middle order batsmen
let success slip by

Royal Navy representative cricket has had mixed fortunes in mid-season. While the poor weather may be held to blame for some low scores, inept middle order batting has produced some disappointing results, writes Derek Oakley.

After losing by 43 runs to the Civil Service in early July, the Navy held a strong United London Banks side to 180 for seven off 55 overs on the following day, with Lieut. Steve Mackay's 11 overs costing only 15 runs.

The Navy made a brisk start and only Lieut. John Dunt, who hit a six off the third over, was out. PO Tony Izzard (82 not out) and Lieut. Mike Robinson (77 not out) saw the match through to a successful conclusion, the Navy romping home by nine wickets with five overs to spare.

Nottinghamshire II, who took a strong side for their first visit to Portsmouth, were dismissed for only 152 (Mackay and Michels each taking four wickets), but the Navy struggled to score runs. Dunt and Izzard provided a reasonable start which was continued by Robinson (52) and newcomer Lieut. Rob Fulton R.M., who was 31 not out at the close.

NEGATIVE

But when Robinson left the field the middle order collapsed and the Navy made an overnight declaration 16 runs behind.

Next day Notts scored freely, declaring at 188 for seven, leaving the Navy to score 205 at 3½ runs an over. Dunt and Robinson both scored fifties but with 39 needed of the final 14 overs, the middle order batsmen again failed.

The Navy totalled only 189 for eight and thus what could have been a good win resulted in a negative draw.

A similar situation occurred when the Navy went to Exeter to play Devon. Off their 55 overs Devon totalled only 175 for six. When the Navy batted only Lieut.-Cdr. Burton Toft (35), Robinson (66) and Newsom (27) enhanced their reputations and the Navy fell five runs short, although they needed only ten

from the last two overs with two wickets in hand.

The following squad were chosen for the final matches and the Inter-Service matches, which take place at U.S. Portsmouth on August 12 and 13: Lieut. M. J. Robinson (capt.) (H.M.S. Sultan), Lieut.-Cdr. R. C. Moylan-Jones (FOCAS), Lieut.-Cdr. B. P. Toft (Manadon), Inst. Lieut.-Cdr. K. Langley (Lowestoft), Lieut. G. B. D. Lane (Courageous), Inst. Lieut. G. I. Grace (Collingwood), Lieut. T. C. D. Craven-Phillips R.M. (MGRM Cdo Forces), Lieut. R. H. Fulton R.M. (42 Cdo), Lieut. S. V. Mackay (FOST), Lieut. S. J. B. Newsom (Collingwood), Sub-Lieut. C. Gilbert (Dartmouth), Mech. A. E. Whyte (Bulwark), PO J. Michels (Berwick), PO A. E. Izzard (Centurion), RO3 A. Collier (Mercury).

● New date

Closing date for entries in the R.N. Youth Soccer Cup competition has been brought forward to August 16. The draw will be on September 9 and the event will take place on weekends between September 28 and final day, November 3.

Win boosts
golf morale

After an undistinguished start to the season, the Navy golf team changed into top gear for their match against Dunbartonshire, writes John Weekes.

The three counties who annually provide opposition for the Service were all out for revenge after their defeats last year and lined up especially strong teams. Both Dorset and Cornwall won despite some fighting golf from the Navy, who consequently needed a success north of the border to set the scene for the Inter-Service matches at Hayling Island next month.

And a success it proved to be. The Navy got off to a tremendous start in the foursomes, winning by four matches to one, with Lieut. Gordon Reid and CPO Jim Pike both winning their games. Then in the singles the Navy hung on despite a keen Scottish comeback, taking four out of the ten matches played and beating Dunbartonshire by eight points to seven.

Lieut.-Cdr. David Codd and CPO Ian Tasker, both serving at RNAS Yeovilton, gained maximum points while Lieut. Malcolm Edmunds achieved a fine half with Scottish International Andrew Brodie.

Although the Army and RAF are difficult to beat and on paper look to have stronger teams than the Navy can muster, with the feather of Dunbartonshire in our caps we hope the Navy can reverse the form book and emerge victorious.

TWO RECORDS FOR LU

Struggling against a knee injury, Wren Lu Collins set two Navy records in the women's section of the Inter-Services Athletics Championships at Cosford on July 17.

She won the javelin event with a 38.12 metre throw, a Navy best, and her other record was a 11.83 metres weight-putt, which gave her third place. She was also third in the discus event. PO Wren Jane Rimer won the 200 metres and finished second in the 400 metres.

The Navy finished third in both the men's and women's competitions.

Sgt. Jim Douglas, going outside in October, set the only championship record with a 3min. 52.4sec. In the 1,500 metres, although PO Aedge Cronin's 14.7sec. In the 110 metres hurdles came near but was adjudged to be wind-assisted.

AB Roy Mitchell scored an expected success in the long jump, with a winning 7.15 metres, while Sgt Ted Kelland R.M. took the discus title.

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SPORT 3



Past and present: Lining up at Tidworth for a picture "chukka-block" with personalities are the Royal Navy polo team and three former R.N. players — from the left, Lieut. D. N. Heelas, Cdr. A. J. L. Marx, Sub-Lieut. C. D. R. Morgan, Lieut. (the Prince of Wales (Navy team), Admiral of the Fleet Earl Mountbatten, Maj.-Gen. Sir Robert Neville R.M., and Lieut.-Cdr. Robert de Pass.

The Navy, with goals from Marx and the Prince of Wales, were beaten 7-2 by the Royal Scots Dragoon Guards in the first round of the Inter-Regimental Polo Tournament.

Tennis 'win'

Two Navy players, Inst.-Lieut Philip Pool and Capt. Tony Dunlop R.M., took part in the Combined Services Lawn Tennis Association's first match for several years at Greenwich on July 10.

It resulted in a "victory" for Combined Services over a Yale and Harvard touring side by four matches to three, with five unfinished and three unplayed because of rain.

Earls Court honours for Wren 'Musketeers'

It was like the Women's Royal Naval Service fencing championships all over again when the Royal Tournament Inter-Service competition took place at Earls Court.

In the women's event the Wrens really showed the other Services what fencing is all about.

All four Navy entries — including Wren Karen Eyton-Jones, who joined only in June — reached the final, and even then the other competitors scored very few hits against them.

It was a question of which order they would finish in — and after fighting it out, Third Officer Barbara Williams, of H.M.S. Defiance, claimed victory, with Wren Margaret Riley (Cambria) second, Karen Eyton-Jones third and Third Officer Peta Maidment fourth.

FIRST YEAR

On the first day of the Tournament Championships, Mid. Julian Kenney, of R.N.E.C. Manadon, just failed to win the Under-20 Champion-at-Arms competition, winning the sabre event and finishing second and third respectively in the epee and foil.

In the senior championship, Lieut.-Cdr. Chris Walker (Collingwood) also missed winning the Champion-at-Arms title — by one point. Considering that this is his first year back in fencing after being at sea for the past two seasons, his was an exceptionally fine performance.

Navy placings in the senior championship — sabre: Lieut.-Cdr. Walker first; CPO P. Wallis fifth; Lieut. D. P. Foster seventh; PO A. Siddle eleventh. Foil: Lieut.-Cdr. Walker third; Lieut.-Cdr. J. N. McGrath seventh; Lieut. D. P. Foster tenth; Sub-Lieut. M. Simmonds

twelfth. Epee: Lieut.-Cdr. Walker eighth; Sgt. E. Lacey R.M. tenth; Lieut.-Cdr. McGrath eleventh.

● Fencing for the Combined Services against the All England Club on July 19, CPO Peter Wallis, the Navy coach, won three of his four fights — one of them against Rodney Craig, last season's British sabre champion. The other Navy representative in the team, Lieut.-Cdr. Chris Walker, was unable to repeat his Royal Tournament form, losing his fights.

EILEEN IN TEAM TRIO



One of the few members of the Women's Royal Naval Service to wear jodhpurs as part of her uniform is 25-year-old PO Eileen O'Hara. Serving at H.M.S. Pembroke, the RN supply school at Chatham, she was one of the three members of the Royal Navy's equestrian team competing in jumping events at the Royal Tournament at Earls Court.

Picture: Les Warr

FLYING FINN-ISH FOR R.N.

Pictures and stories have flooded the Navy News sports desk of Service sailing prowess at all levels — including contests against world class helmsmen.

Sub-Lieut. David Howlett, currently at Dartmouth, became Finn National Champion during Weymouth Olympic Week, with an impressive score of three firsts and a second to count in a fleet of 69 starters.

David's Finn class dinghy, Tijuana, is owned by the Royal Naval Sailing Association and loaned to him under a scheme which supports promising young helmsmen.

His tremendous achievement at Weymouth included the winning of the Dunhill Trophy for the event's most successful competitor, irrespective of the class of boat sailed.

Now he is England's representative in the Finn world championships in Los Angeles this month, and must have a strong claim for inclusion in Britain's team for the 1976 Olympic

Regatta at Kingston (Ontario).

PO Jim Saltonstall, of H.M.S. Undaunted, came sixth in the Weymouth two-man Olympic 470 dinghy in Forchris — another R.N.S.A. boat in which he hopes to compete for a place in the Olympics.

He showed the 78 starters a transom view by winning the second race in a class which boasts six world champions.

Two lead

The marathon Round Britain Sailing Race of 2,800 miles attracted no fewer than 14 R.N.S.A. entries, one of which, the 70ft. catamaran British Oxygen, sailed by Robin Knox-Johnston (Lieut.-Cdr. R.N.R.) crossed the finishing line first at Plymouth.

Close behind was Mike McMullen and Martin Read (ex-lieutenants, Royal Marines) in Three Cheers, a 46-foot trimaran.

Still battling on in the race were Leslie Williams lying sixth in Burton Cutter, the 80-foot ketch which was the leading monohull. Others were Windsor Life (Sgt. Gerry Norman, R.M., and Marine John Reynolds), Cymru (Mr. Barton Evans and Lieut. Guy Hornett), Shamaal (Lieut. Richard Clifford, R.M., and Mr. Barrie), and Eclipse (Andrew Spedding and Lieut. Mervyn Wheatley, R.M.).

Heavy weather off the west coast of Ireland and Scotland cost many retirements, including Coup de Sabre (Lieuts. Richard Hargreaves and David Harris), Fidget (Lieuts. Jeremy Hurlbutt and Malcolm Bird), Tehini (Lieut.-Cdr. R. F. Evans), and Black Velvet (Capt. Ewen Southby-Tailyour and Cpl Brian Cox).

Encouraging

The Navy yacht Adventure was back in the limelight in the Royal Ocean Racing Club's Cherbourg-Solent race, being entered by an adventurous training crew from H.M.S. Dolphin, skippered by Lieut.-Cdr. Malcolm Skene and trained by sailing master CPO Bill Porter.

Adventure was the first yacht to finish and won her class. On handicap she was placed third behind the winners of classes III and II.

This was regarded as a very encouraging result, remembering that the bulk of the crew had had no experience in offshore racing.

Later, Adventure was taking part in the Tall Ships race to Corunna and back to Portsmouth.

Protest

In the Inter-Service keelboat regatta at Seaview, the Royal Air Force had a convincing win in the Gold Cup race.

Next day, competing for the Coningham Cup, the Navy finished first, third, fifth and seventh against the Army, but a protest resulted in the disqualification of number 7, thus giving the Army the victory.

Naval helmsmen were Surg. Captain R. St. C. Mooney, Sub-Lieut. Smith, PO Saltonstall, and CREMN Hanslip.

CREMN Hanslip was one of the skippers in the Plymouth team who won the Robertshaw Cup by beating Air in the final of the Inter-Command Team Keelboat Championships at Seaview on July 12.

The other skippers were Sub-Lieut. J. H. Hollidge, Sub-Lieut. R. Adams and Sub-Lieut. W. N. Smith. Teams from Fleet, Portsmouth, Medway and the Royal Marines also took part.

Wolverton's top water 'babes'

FLEETSPORT

Little H.M.S. Wolverton is proving quite a sporting giant-killer in Hong Kong — in fact her proud ship's company are proclaiming her water polo team "the finest in the Eastern Fleet."

In a heavily-supported game at H.M.S. Tamar, the MCM vessel's team treated the latest challengers, from H.M.S. Argonaut, to a firm lesson on July 9. Especially pleased with the Wolverton's 19-2 victory was the MCM's new First Lieutenant, who had joined from the Argonaut.

The Wolverton has also reached the finals of the Hong Kong inter-ship six-a-side football competition — no mean achievement for a little 'un!

Still with the smaller members of the Fleet, H.M.S. Repulse's port crew won the Mini-ships Rugby competition for the third year in succession by beating H.M.S. Andrew 23-4 at Plymouth.



Sub-Lieut. David Howlett — Finn National Champion
Picture: CPO Roy Mullender

★ Leader in the Top of the Rock Race for the first half of 1974 was H.M.S. Phoebe, with an aggregate time of 146min. 02sec., while the individual winner was Lieut. D. Flatman (H.M.S. Hampshire) in 22min. 29.6sec. Individual best performance to date is 19min. 30sec. by PO Taff Bartley (Bulwark) in 1971.

★ H.M.S. Chichester tops the points list for the first of the new Fleet Learn-to-Swim Competitions, followed by the Bulwark and the Intrepid. H.M.S. Russell gets a special accolade for having no non-swimmers.

Champ Wally

PO Wally Parsons, the Navy swimming coach, beat 25 other male competitors to win the Lake Coniston Five-Mile Championship on July 21.

His time of 2hr. 16min. 21sec. was 30min. 2sec. faster than he clocked last year, when he finished fourth. He was representing the R.N. Swimming Club.

Keith Richards, of the Solent Swimming Club, who is coached by Parsons, finished second in 2hr. 19min.

Cycling spans the age gap!

The Royal Navy Cycling Association's 10-mile TT and Track Championship developed into a battle between the old 'uns and young 'uns, with "oldie" Lieut. Tony Fowler (Haslar) and "youngster" Inst. Lieut. Phil Marshall (Collingwood) tying for overall first place in the track events.

CPO Arnold Pearson (Warrior) — another "oldie" — getting back into gear after two years in Portugal, won the TT, with Fowler second and Marshall third.

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Mutineer's invitation

There's money in spying, treachery — and mutiny — so long as men can line their pockets by writing a book and finding the people willing to buy it.

The Portland naval spy Houghton did so, but his venture into authorship created nothing like the furore there's been since Len Wincott came back from Russia to publicise his "Invergordon Mutineer."

MINI-SUB MYSTERY

Amateur divers working in a Norwegian fjord close to the "deathbed" of the German battleship *Tirpitz* have located a submarine wreck believed to be that of X5 — one of the three midget craft which attacked the Nazi raider.

Two of the captains, Donald Cameron and Godfrey Place were awarded the Victoria Cross, but the third, Lieut. Henry Henty-Creer, did not return. He was "Mentioned in Despatches."

It has never been established whether he completed his mission, but his family have not let his memory — and his gallantry — die. It is due to their efforts that investigations are being made which may lead to the salvaging of the wreck.

Should the mine cradles be shown to be empty, then the evidence would point to Lieut. Henty-Creer being lost while leaving after completion of the attack, and would raise inevitably the question of a posthumous decoration, even after 30 years.

Recovery operations cannot begin before next year's diving season.

Admiral Sir Robert Elkins, who as a young officer in 1931 was pushed out of a shoreside canteen ("the only actual act of mutiny") thinks Wincott should be "given the cold shoulder."

Captain Stephen Roskill, naval historian, is reported as saying that he saw Wincott's typescript a couple of years ago, "and it was terribly inaccurate."

Cdr. Harry Pursey, former M.P., has had an abusive confrontation with Wincott, and described his book as "a lot of codswallop."

Adding to all this hullabaloo, Navy News received a phone call from a reader, Arthur James Robinson, able seaman at Invergordon, who in a later interview confirmed one of Cdr. Pursey's points — that Wincott was not the leader of the outburst.

'Automatic combustion'

Mr. Robinson was at the famous canteen meeting where, he said, lots of fellows stood up and said how the threatened "bob a day across the board" pay cut would hit them.

"It was automatic combustion," he told Navy News. "There were no leaders, and I never heard of Wincott till afterwards."

However, after reading Wincott's book, Mr. Robinson said that otherwise the account of events at Invergordon was accurate according to his own recollections.

Wincott, visiting this country, has been garrulous about the mutiny and the Navy, but very tight-lipped about experiences in his adopted land of Russia.

Whatever his thrusts about his 1931 bosses, he clearly knows his masters now.

He turned his back on England, and now invites us to exercise our uncensored freedom in forking out £2.95 to read what he has to say.

Is it important anyway? Each individual must decide the principle involved.

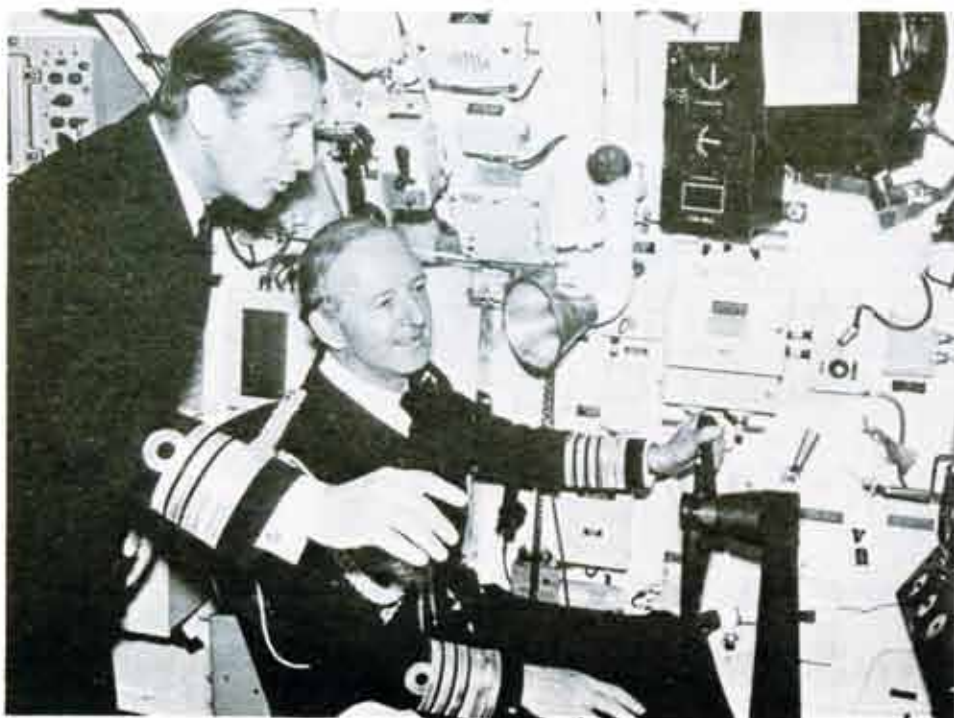
Sovereign send-off

With the First Sea Lord (Admiral Sir Edward Ashmore) at the controls of H.M.S. *Sovereign*, the new Flag Officer Submarines (Vice-Admiral I. G. Raikes), as "adviser on submarine matters to the Admiralty Board," is seen (below) taking his job literally with an explanation on how it is done.

Both were at Barrow-in-Furness for the commissioning of the *Sovereign*, which is the Royal Navy's eighth nuclear-powered submarine, and will join the Second Submarine Squadron at Devonport for operational duties.

Guest of honour at the commissioning was Lady Ashmore, who launched the ship in February last year.

Picture: CPO C. S. Dalby



Found on the beach

It might look more fun than peril as CPO Alf Slingsby discharges a mine firing indicator, but something much more disastrous could happen by prodding unusual objects found on the beach.

The astonishing haul shown here is a ten-day collection by the Rosyth-based Explosive Ordnance Disposal Team from the beaches of northern England and

Scotland. With Chief Slingsby is the team leader, Lieut.-Cdr. Bruce McKay.

Before destruction in a safe place, the explosives, which ranged from a First World War six-inch shell to flares washed overboard from ships, were displayed as a warning to holiday-makers about dangers which lurk on the seashore.



Sword of Peace for helo heroes

Admiral of the Fleet Sir Peter Hill-Norton (chairman of the NATO Military Committee) presents a Wilkinson Sword of Peace to Captain C. E. Price, commanding officer of the Royal Naval Air Station Culdrose, where the "West's flying heroes" have won a great name for their search and rescue work with helicopters.

Glamorgan rededication

During sea acceptance trials off Portsmouth, H.M.S. *Glamorgan* was host to the Navy Minister, Mr. Frank Judd, who afterwards went to H.M.S. *Bristol*, which was engaged in a similar operation.

The *Glamorgan* went on to Portland, where a few days later the Naval Material Management Board were received for their "sea" meeting — held once a year in a ship.

Nearly 70 members of the Royal Welch Fusiliers joined the ship for a day at sea, and the Fusiliers provided the band at the *Glamorgan's* rededication ceremony.

'ANY QUESTIONS?' CENTRE OPENED

A sailor's wife is happily preparing to go with her husband on a draft overseas, and stowing her belongings in packing cases with a story attached to them.

She had an idea that cases were available for families, but where from?

Then she saw an announcement about the opening of an information centre at Portsmouth Barracks (becoming H.M.S. *Nelson* on August 1) and became one of the first of the "customers" dealt with by the man in charge, Chief OEL George Kendall.

She made a phone call, got more information by post, and later made the chief's day with a little note, "Thank you for your help. I've got the cases."

In the first couple of weeks Chief Kendall (Naval Base extension 24152) had more than 200 inquiries. Not all were about Service life, one being, "Who does investigations into a business before investing your own money?"

The Information Centre is a pilot scheme started by Commodore J. S. C. Lea for the use of ratings and divisional officers.

Chief Kendall has Factsheets available on the following subjects:

Pay, advancement, married quarters, moving allowances, house-buying allowances, promotion to officer, going on draft, travel warrants and leave, pensions and gratuities, widows' benefits, education, child education allowances, and further education.

These are only a start. More will be added as necessary, and they are available to anyone, anywhere in the Service.

If you have a query — ring the Chief. Wives are most welcome to make use of this facility.

Exmouth in London

H.M.S. *Exmouth*, the West's first major warship powered by gas turbine engines, was open to the public during a six-day visit to London, where she was berthed alongside the cruiser *Belfast*.